

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

NOTICE OF MEETING

The Wichita Area Metropolitan Planning Organization (WAMPO) will hold a meeting on **Thursday, August 17, 2006**, in the Tenth Floor Conference Room, Wichita City Hall, 455 N. Main, Wichita, Kansas - beginning at **12:00 p.m.**

If you have any questions regarding the meeting or items on this agenda please call the WAMPO Staff at 316.268.4391.

AGENDA

1. Call meeting to order – Chairperson, WAMPO.
2. Approve Minutes of the May 18, 2006 meeting.
3. Presentation on Railroad Crossing Plan.
Presentation by the project consultant, TranSystems.
4. Presentation on Regional Pathways System Plan.
Presentation by Scott Dunakey, Principal Planner.
5. **Public Hearing** on proposed Safe Routes to School Letters of Support.
Public Hearing on proposed Safe Routes to School Application Resolution.
Presentation by Scott Dunakey, Principal Planner.
6. **Public Hearing** on Memorandum of Understanding for the ITS Signal System – Traffic Signal Upgrade.
Presentation by Nancy Harvieux, Transportation Planning Manager.
7. **Public Hearing** on the proposed Draft Transportation Improvement Program Policy.
Presentation by Nancy Harvieux, Transportation Planning Manager.
8. **Public Hearing** on the proposed amendment to the 2006 Transportation Improvement Program.
Presentation by Nancy Harvieux, Transportation Planning Manager.
9. Update from Kansas Department of Transportation (KDOT).
Presentation by Thomas Dow, Kansas Department of Transportation.
10. Other items.
11. Adjournment.

John L. Schlegel, Director
Wichita Area Metropolitan Planning Organization
August 7, 2006

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

May 18, 2006 Meeting

Attendance

Members Present:

Ronald Marnell, Chairperson
Clark Nelson, Vice-Chairperson
Bob Aldrich
Don Anderson
Jay Banasiak
Morris Dunlap
Michael Gisick
Bud Hentzen
Hoyt Hillman
Thomas Jones
M.S. Mitchell
Harold Warner Jr.
Thomas Dow, *Ex-Officio Member*

Members Absent:

James P. Ford
Darrell Downing
Bill Johnson
John W. McKay Jr.
Denise Sherman
James (Jim) A. Singletary

Others Attending:

Mike Moriarty, KDOT
John Schlegel, WAMPO
Nancy Harvieux, WAMPO
Dan Squires, City of Derby
Elizabeth Bishop

Aprajit Desai, WAMPO
Purab Adabala, WAMPO
Daniel Nguyen, WAMPO

1. Call meeting to order – Chairperson, WAMPO.

The meeting was called to order by Mr. Marnell, Chairperson of the Wichita Area Metropolitan Planning Organization, held in the Planning Department Conference Room, 10th floor, City Hall, 455 N. Main, Wichita KS.

2. Approval of the Minutes of the April 20, 2006 meeting.

Mr. Marnell asked if there were any additions or corrections to the minutes, having none, the minutes were approved as presented.

ACTION: Mr. Warner moved to approve the April 20, 2006 Minutes. Mr. Aldrich seconded the motion. Motion carried unanimously (12-0). Mr. Hentzen abstained, absent from that meeting.

3. Approve the WAMPO Regional Pathways System Plan Advisory Committee member list and nominate a Policy Body representative to the WAMPO Regional Pathways System Plan Advisory Committee.

Presentation by Nancy Harvieux, Transportation Planning Manager.

Ms. Harvieux provided an overview and status of the project. She stated that the WAMPO Regional Pathways System Plan (RPSP) is a cooperative effort involving local units of the

government within the WAMPO planning region, the Kansas Department of the Transportation, and the Federal Highway Administration. She said that the purpose of the plan is to assess the existing bicycle/pedestrian facilities and identify, prioritize, and recommend future connecting links for bicycle/pedestrian use. She also informed the Policy Body that Charlier Associates was selected to be the consultant for the project.

Ms. Harvieux recommended that the Policy Body approve the membership list included in the attachment for the RPSP Advisory Committee. She also advised that the proposed Committee would include a member from the Policy Body, who will serve as the Chairperson for the Advisory Committee.

ACTION: Mr. Marnell moved to approve the WAMPO Regional Pathways System Plan Advisory Committee membership list. Mr. Mitchell seconded the motion. Motion carried (12-0).

ACTION: Mr. Marnell moved to nominate Elizabeth Bishop as the Policy Body representative to the WAMPO Regional Pathways System Plan Advisory Committee. Mr. Nelson seconded the motion. Motion carried (12-0).

4. **Approve the WAMPO Railroad Crossing Plan Advisory Committee member list and nominate a Policy Body representative to the WAMPO Railroad Crossing Plan Advisory Committee.**
Presentation by Nancy Harvieux, Transportation Planning Manager.

Ms. Harvieux provided an overview and status of the project. She stated that the WAMPO Railroad Crossing Plan (RRCP) is a cooperative effort involving local units of government within the WAMPO planning region, the Kansas Department of the Transportation, the Federal Highway Administration, and the Federal Railroad Administration. She informed the Policy Body that TranSystems Corp. was selected as the consultant for the project.

Ms. Harvieux recommended that the Policy Body approve the membership list included in the attachment for the RRCP Advisory Committee. She also advised that the proposed Committee would include a member from the Policy Body, who will serve as the Chairperson for the Advisory Committee.

Mr. Nelson asked that the City of Andover be excluded from the list.

ACTION: Mr. Aldrich moved to approve the WAMPO Railroad Crossing Plan Advisory Committee membership list and that the City of Andover not be included as a member. Mr. Jones seconded the motion. Motion carried (12-0).

ACTION: Mr. Mitchell moved to nominate Don Anderson as the Policy Body representative to the WAMPO Railroad Crossing Plan Advisory Committee. Mr. Aldrich seconded the motion. Motion carried (12-0).

5. **Update from Kansas Department of Transportation (KDOT).**

Mr. Dow asked if there were any questions from the Policy Body regarding the Northwest Bypass project.

Mr. Aldrich asked about the feasibility that KDOT would continue with the project.

Mr. Dow stated that KDOT was still exploring the options available to them and those involved with the project including the City of Wichita and Sedgwick County. The City of Wichita and Sedgwick County are currently doing their own research on the cost of the right-of-way and once they are complete, KDOT, Sedgwick County, and the City of Wichita will meet to see if the project should continue.

Mr. Aldrich asked if there was the possibility of losing funds if the project exceeds a certain time frame.

Mr. Dow replied that \$14 million has been set aside for the project.

ACTION: None.

6. Other items.

Ms. Harvieux provided an overview of the TIP process to the Policy Body. She stated that the TIP must be fiscally constrained so that the region would not lose any federal funds. She informed the Policy Body that in previous fiscal years, constraint was not a problem because the MPO always had more funds than projects. As the MPO planning area has expanded and the region's federal transportation funds have decreased, the MPO will need to begin prioritizing projects.

Mr. Aldrich wanted to know how does a project get on the WAMPO list.

Ms. Harvieux said that the project sponsor would need to submit a request to the TAC and they would then issue a Call for Projects. The process can take several months because it has to go through the TAC and Policy Body. Currently, TIP amendments are scheduled quarterly and can be done on an as needed basis.

Ms Bishop asked about one of the bullet points on the slide that stated, "Agencies may trade existing projects for new projects without competition." She wanted to know if it was going to be in the TIP Policy document. She had concerns about new projects being approved without going through the process.

Ms. Harvieux stated that the issue was discussed at the TAC and that one could trade projects.

Mr. Squires told the Policy Body that it was his understanding that the TAC agreed that federal funds could only be transferred from one approved project to another.

Mr. Aldrich asked for clarification so that everyone on the Policy Body could understand that the only time funds from one project can transfer to another is if it is already in the system and on the approved list, and a new project cannot get the funds. The Policy Body agreed that it should be stated as such in the TIP Policy document.

Mr. Mitchell wanted to know the relationship between the Capital Improvement Programs for the City of Wichita and Sedgwick County and the TIP Selection Process.

Ms. Harvieux advised that there is no connection and that they are two independent items.

Mr. Marnell informed the Policy Body members that the MPO must become fiscally constrained so that it does not lose any federal funds. The Policy Body is the only one that can approve or reject any projects that comes before them.

Mr. Dow introduced Mike Moriarty, who will fill in for Marjorie Norton who will be on leave to get a pilots license with the Air National Guard.

7. Adjournment.

With no further business, the meeting was adjourned.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 7, 2006

TO: Wichita Area Metropolitan Planning Organization

FROM: Scott A. Dunakey
Principal Planner

SUBJECT: Presentation on Railroad Crossing Plan.

WAMPO entered into a contract with TranSystems on May 23, 2006 to develop the "Railroad Crossing Plan". The purpose of the Plan is to identify and analyze the transportation needs of railroad crossings across the WAMPO region. Sara Leitner, P.E., with TranSystems will present a brief overview of the Plan, update the Policy Body on progress to date, and outline upcoming project milestones/events.

The WAMPO Staff has enclosed a copy of the project update provided by TranSystems.

RECOMMENDED ACTION:

None.

Attachments:

1. *Consultant Project Update.*



WAMPO Railroad Crossing Plan – Policy Body Meeting

August 17, 2006

Project Summary

Safety and congestion play key roles in management of highway/railroad grade crossings and are top priorities for the Wichita Area Metropolitan Planning Organization (WAMPO) planning area. An assessment of safety at the region's highway/railroad grade crossings not only benefits the traveling public but also the private industries vital to the area's economic success. Mitigating congestion and traffic delays is already being exhibited in the region through the Central Corridor project. The Railroad Crossing Plan will act as the primary tool to deal with crossing safety and delay in the planning area and carry forth recommendations to increase the benefits to the traveling public and private industry.

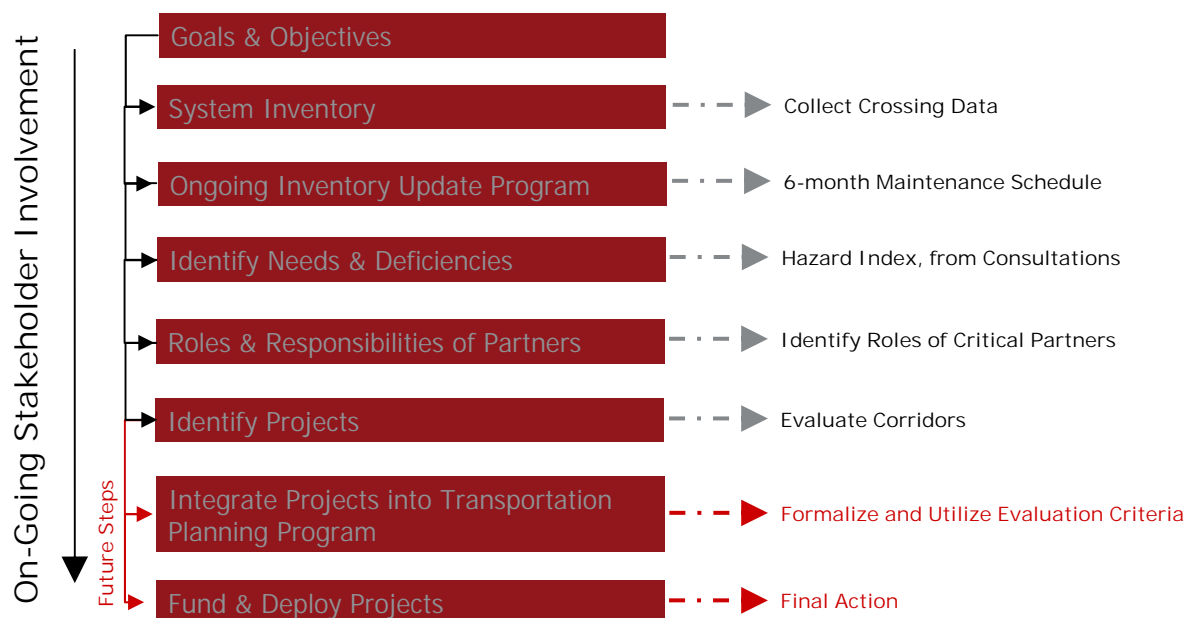
Team Contact Information

Sara Leitner Clark
sleitner@transystems.com
816-329-8772

Brett Letkowski
baletkowski@transystems.com
316-303-0154

Planning Process

This project will follow a distinct planning process that is shown in the following flow chart. At the August 17 meeting the project team will highlight the planning process and provide specific details on the data we will gather and how it will be incorporated into projects that could appear in future Transportation Improvement Programs (TIP).



At the TAC meeting we will be reviewing the Goals and Objectives set forth in the 2005 Update to the 2030 Long Range Transportation Plan. We will focus specifically on Goal 6.2 which is highlighted below.

Step 1. Goals & Objectives

Wichita LRTP Goal 6. Rail Transportation and Freight Movement

6.1 Encourage improvements to and the expansion of freight facilities and assets that the Wichita Area remains a leader in the effective goods movement.

6.2 Promote safety and decrease delay between transportation modes.

- Continue to implement strategies and projects identified in the Wichita/Sedgwick County Railroad Alternatives Analysis
- Prioritize at-grade rail/roadway crossings and develop a program to improve safety and the movement of goods and people at these locations.
- Promote grade separations at rail crossings and major corridors.
- Investigate advance technologies to increase the safety and efficiency of freight transportation services and facilities.

6.3 Promote surface transportation linkages between the Wichita Area and other large metropolitan areas.

Future Steps

We have met with Al Cathcart from the Kansas Department of Transportation and will work with Rail Transportation and the Bureau of Transportation Planning to utilize KDOT's Crossing Inventory Information Management System (CIIMS). This will provide us with accurate, up-to-date information regarding the rail/highway grade crossings in the WAMPO region.

After the data is collected we will use a Hazard Index to identify crossings where we will investigate safety and congestion solutions. Then we will investigate methods to integrate these projects into the WAMPO Project Selection Criteria currently under development.

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 7, 2006

TO: Wichita Area Metropolitan Planning Organization

FROM: Scott Dunakey
Principal Planner

SUBJECT: Presentation on Regional Pathways System Plan.

WAMPO entered into a contract with Charlier Associates, Inc. on May 23, 2006 to develop a "Regional Pathways System Plan". The purpose of the Plan is to assess the existing bicycle/pedestrian facilities and identify, prioritize and recommend future connecting links for bicycles/pedestrians across the WAMPO region.

Terri Musser, AICP with Charlier Associates was in Wichita recently to meet with representatives from various jurisdictions within the region. The information gathered will help the consultants as they begin to draft the Plan. A pathway user's focus group was held on August 1st at the Minisa Park Shelter. Over 50 area bicycle/pedestrian facility users were in attendance providing input for this regional planning effort.


Scott Dunakey, Principal Planner will present a brief overview of the Plan, update the TAC on progress to date, and outline upcoming project milestones/events.

RECOMMENDED ACTION:

None.

Attachments:

1. *Pathway Plan Presentation.*





Regional Pathway System Plan

August 2006

Pathway Plan

- scope overview
- project schedule
- meeting events
- next steps





Scope Overview

WAMPO

- 21 jurisdictions
- 1,036 square miles

- Mount Hope
- Valley Center
- Sedgwick
- Bentley
- Andale
- Colwich
- Maize
- Cheney
- Garden Plain
- Goddard
- Viola
- Clearwater
- Park City
- Kechi
- Bel Aire
- Andover
- Eastborough
- Derby
- Mulvane
- Haysville
- Wichita
- Sedgwick County

Bicycling

- 2.5 mile average trip distance



Walking

- ¼ mile average trip distance




Transportation Needs

- trails and multi-use paths
- safe routes to schools
- on-road bicycle facilities
- pedestrian enhancements

End Products

- regional GIS inventory
- facility recommendations
- implementation plan
- user maps




Wichita Area Metropolitan Planning Organization
Regional Pathway System Plan
- Project Update -

Project Schedule

project schedule

Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
-----	-----	-----	------	-----	-----	-----	-----	-----	-----	-----

← Task 1: Project Management →



Task 2

Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
-----	-----	-----	------	-----	-----	-----	-----	-----	-----	-----

← Public Process →

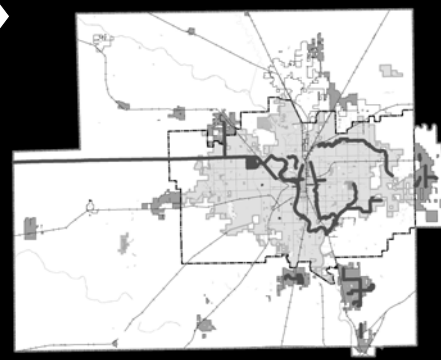
- six meetings held July 31 – August 2
- Next meetings...
September 19th – 21st

Task 3

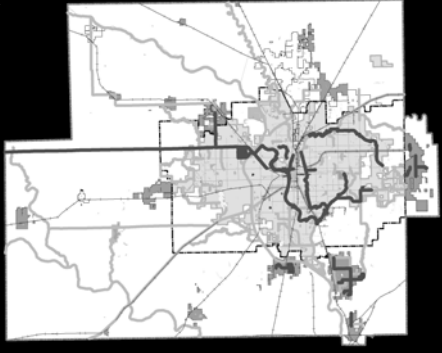
Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
-----	-----	-----	------	-----	-----	-----	-----	-----	-----	-----

← Inventory Task →

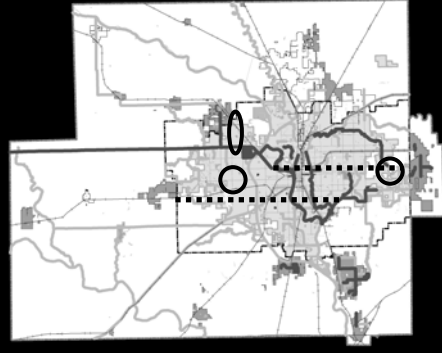
- existing facilities





Task 3


Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Inventory										
<ul style="list-style-type: none"> existing facilities planned projects 										

Task 4

	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	Implementation Plan								
<ul style="list-style-type: none"> gaps in system unmet needs areas of special focus 									

Task 5

	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr
	Final Plan								
									



Wichita Area Metropolitan Planning Organization
Regional Pathway System Plan
- Project Update -

July 31 – August 2

Monday, July 31st

- southwestern jurisdictions
12:00 - 1:30pm
- northwestern jurisdictions
1:45 - 3:00pm
- eastern jurisdictions
3:15 - 5:00pm

Tuesday, August 1st

- open jurisdictional meeting
10:00 - 11:30am
- City of Wichita
1:30 - 3:00pm
- Pathway Users Focus Group
7:00 - 8:30pm



Next Steps In Planning Process

August

- process data
from this week
- system level
analysis of primary
and secondary
corridors



September

- develop draft implementation strategies
- Further meetings Sept. 19-21



Wichita Area Metropolitan Planning Organization
Regional Pathway System Plan
- Project Update -

For Additional Information

Scott Dunakey
316-268-4457

sdunakey@wichita.gov

Terri Musser
303-543-7277 x105
terri@charlier.org

www.wampopathways.org

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 7, 2006

TO: Wichita Area Metropolitan Planning Organization

FROM: Scott Dunakey
Principal Planner

SUBJECT: **Workshop** on Safe Routes to School (SRTS)

Public Hearing on proposed SRTS Letters of Support

Policy Body Action on proposed SRTS Letters of Support
Authorize Policy Body Chairperson to sign letters

Public Hearing on proposed SRTS Application Resolution

Policy Body Action on proposed SRTS Application Resolution
Approve Resolution and authorize Policy Body Chairperson to sign
Resolution

The SAFETEA-LU legislation, signed into law in August 2005, authorized funding for the Safe Routes to School (SRTS) program. The intent of the SRTS program is to improve safety conditions for school children that walk or bicycle to school. The funding is offered through Kansas Department of Transportation (KDOT) through a 100% reimbursement program. Funds awarded through SRTS may be used for planning, education or infrastructure improvements. The deadline for program applications is August 25, 2006. With the tight deadline, WAMPO has offered staff assistance in completing SRTS applications to Metro Communities/school districts. A copy of the presentation is attached.

SRTS applications from within the planning area of an MPO must be receive MPO support. As such, several applicants have submitted requests for a letter of support from WAMPO. The following is a brief summary of the applications that will be submitted to KDOT by various jurisdictions and school districts within WAMPO planning boundaries. This includes a submission from WAMPO itself. Each summary includes an explanation of the application's compliance with the adopted Long Range Transportation Plan. Letters of support have been drafted and attached for your convenience. Staff is seeking a motion authorizing the Policy Body Chairperson to sign the letters of support on behalf of the Policy Body and a separate motion approving the resolution authorizing WAMPO staff to submit an application for funding.

1. Maize Public Schools (USD 266) – USD 266 is applying for \$3,000 in funding to develop an SRTS Plan for their district. The City of Maize is a co-applicant. The plan will make recommendations for future infrastructure improvements. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.
2. Wichita Public Schools (USD 259) – USD 259 is applying for \$15,000 in funding to develop an SRTS Plan for their district. The plan will implement an educational approach to SRTS and make recommendations for future on-site infrastructure improvements. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.
3. City of Cheney – The City of Cheney is applying for \$10,000 in funding to develop an SRTS Plan. Cheney Public Schools (USD 268) is a co-applicant. The plan will recommend infrastructure improvements to increase safety. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.
4. City of Clearwater – The City of Clearwater is applying for \$15,000 in funding to develop an SRTS Plan. Clearwater Public Schools (USD 264) is a co-applicant. The plan will recommend infrastructure improvements to increase safety. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.
5. City of Haysville – The City of Haysville is applying for \$13,780 in funding to develop an SRTS Plan. Haysville Public Schools (USD 261) is a co-applicant. The plan will implement an educational approach to SRTS and make recommendations for future infrastructure improvements. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.
6. City of Mulvane – The City of Mulvane is applying for \$9,700 in funding to develop an SRTS Plan. Mulvane Public Schools (USD 263) is a co-applicant. The plan would implement an educational approach to SRTS, recommend enforcement actions intended to increase safety, and recommend infrastructure improvements. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.
7. City of Wichita – The City of Wichita is applying for \$15,000 in funding to develop an SRTS Plan. Wichita Public Schools (USD 259) is a co-applicant. The plan will recommend infrastructure improvements to increase safety. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.

8. WAMPO – WAMPO is applying for \$15,000 in funding to develop an SRTS Plan for the WAMPO planning region. The plan will implement an educational approach to SRTS in conjunction with the Safe Kids Wichita Area Coalition. The application is consistent with Chapter 3 Part 6 of the Long Range Transportation Plan, as it would seek to improve safety within the WAMPO planning area.

RECOMMENDED ACTIONS:

1. *Hold a Public Hearing on the proposed Safe Routes to School Letters of Support.*
2. *Authorize Policy Body Chairperson to sign Letters of Support on behalf of the Policy Body to accompany the SRTS applications submitted by WAMPO area jurisdictions and school districts.*
3. *Hold a Public Hearing on the proposed Safe Routes to Application Resolution.*
4. *Approve resolution authorizing WAMPO staff to submit an application for Safe Routes to School funding and authorize Policy Body Chairperson to sign the resolution.*

Attachments:

1. *SRTS Presentation*
2. *SRTS Letters of Support*
3. *WAMPO SRTS Resolution*

WAMPO

Wichita Area Metropolitan Planning Organization



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Purpose of an SRTS Program

- 🚲 Enable and encourage children to walk/bike to school
- 🚲 Integrate the following under one program:
 - 🚲 Health
 - 🚲 Fitness
 - 🚲 Traffic relief
 - 🚲 Environmental awareness
 - 🚲 Safety



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Purpose of an SRTS Program

- 🚲 Involve the entire community
 - 🚲 Parents & children
 - 🚲 School staff
 - 🚲 Businesses
 - 🚲 Local government
 - 🚲 Engineers
 - 🚲 Law enforcement
 - 🚲 Civic organizations



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Program Implementation

- 🚲 SAFETEA-LU legislation passed August 2005
- 🚲 National Program Guidance issued in January 2006
- 🚲 State DOT's implement program; must provide full-time Coordinator
- 🚲 Minimum statewide funding of \$1 million per year



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Program Approach

- 🚲 Focus on grades K – 8
- 🚲 This is a *reimbursement* program with no required match NOT a grant program
- 🚲 **Phase 1:** Funding to create an SRTS Plan
- 🚲 **Phase 2:** Funding for the execution of projects



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

SRTS Plan

- 🚲 Applicants without an SRTS Plan *must* apply for Phase 1 SRTS funding
- 🚲 SRTS Plan must include:
 - 🚲 Governmental/School District sponsorship
 - 🚲 Public involvement/education
 - 🚲 Baseline school travel patterns
 - 🚲 Detailed drawing (for infrastructure projects) *or*
 - 🚲 Detailed plan of action (for noninfrastructure activities).



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

SRTS Plan

- 🚲 The SRTS Plan can be used to apply for Phase 2 funding in Fiscal Years 2007-09
- 🚲 *Being awarded Phase 1 funding does not guarantee that an applicant will be awarded Phase 2 funding, but those applicants that have completed Phase 1 in good standing will receive priority for Phase 2 funding.*



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Eligible Projects: Infrastructure



- 🚲 Must be within 2 miles of school (K-8)
- 🚲 Eligible uses:
 - 🚲 Phase 1 SRTS Plans
 - 🚲 Bicycle parking facilities
 - 🚲 Street striping (bicycle lanes, crosswalks)
 - 🚲 Off-street bicycle and pedestrian facilities
 - 🚲 Signs
 - 🚲 Facilities to slow traffic
 - 🚲 Sidewalk installation or improvement
 - 🚲 Connections between locations



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Eligible Activities:



- 🚲 Bike or pedestrian audit
- 🚲 Bicycle rodeo
- 🚲 Crossing guard program
- 🚲 Public awareness campaign
- 🚲 Walking school bus or bike train



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

Eligibility Criteria: MPO's

- 🚲 Applications from within an MPO boundary must include a letter of support from the MPO
- 🚲 MPO's must include all infrastructure projects that are awarded in their TIP
- 🚲 There is no limit on the number of applications that a MPO can submit



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WAMPO

???Questions???

For more information visit the
National Safe Routes to School website at:

www.saferoutesinfo.org



WAMPO SRTS Workshop

TAC – July 31, 2006

Policy Body – August 17, 2006



WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Mr. James Baker
Assistant Superintendent, Operations
Maize USD 266
201 S. Park
Maize, KS 67101

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Mr. Baker:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for Maize Public School District's (USD 266) Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Mr. Darren Muci
Director, Operations Division
School Service Center Complex
3850 N. Hydraulic
Wichita, KS 67219

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Mr. Muci:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for Wichita Public School District's (USD 259) Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Mr. Ty Lasher
City Administrator
City of Cheney
P.O. Box I
Cheney, KS 67025

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Mr. Lasher:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for The City of Cheney's Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Mr. Kent Brown
City Administrator
City of Clearwater
P.O. Box 453
Clearwater, KS 67026

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Mr. Brown:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for The City of Clearwater's Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Ms. Angela Millspaugh
Planning and Community Relations Coordinator
City of Haysville
P.O. Box 404
Haysville, KS 67060

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Ms. Millspaugh:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for The City of Haysville's Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Mr. Kent Hixson
City Administrator
City of Mulvane
211 N. Second Street
Mulvane, KS 67110

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Mr. Hixson:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for The City of Mulvane's Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 17, 2006

Ms. Lisa Koch, Safe Routes to Schools Coordinator
Kansas Dept of Transportation, Bureau of Traffic Engineering
700 SW Harrison, 6th Floor
Topeka, KS 66603-3754

Mr. Paul Gunzelman
Traffic Engineer
City of Wichita
455 N. Main, 7th Floor
Wichita, KS 67202

Re: Safe Routes to School Application – Letter of support

Dear Ms. Koch and Mr. Gunzelman:

The Policy Body of the Wichita Area Metropolitan Planning Organization (WAMPO) has considered and approved WAMPO support, to the extent possible, for The City of Wichita's Safe Routes to School funding application. Furthermore, the Policy Body has authorized me, Ron Marnell, as Policy Body Chairperson to sign this letter of support.

We find the request consistent with Chapter 3 Part 6 of WAMPO's approved Long Range Transportation Plan, due the proposal's intent to further safety and/or security concerns. Upon the awarding of funds from the Kansas Department of Transportation Safe Routes to School program, WAMPO's Transportation Improvement Plan will be amended to reflect the award.

Sincerely,

Ron Marnell
Policy Body Chairperson

RESOLUTION

A RESOLUTION DECLARING THE ELIGIBILITY OF THE WICHITA AREA METROPOLITAN PLANNING ORGANIZATION, TO SUBMIT AN APPLICATION TO THE KANSAS DEPARTMENT OF TRANSPORTATION FOR USE OF SAFE ROUTES TO SCHOOLS FUNDS SET FORTH BY SAFETEA-LU FOR THE WAMPO SAFE ROUTES TO SCHOOL PLAN PROJECT IN THE WICHITA AREA MUNICIPAL PLANNING ORGANIZATION PLANNING AREA AND AUTHORIZING RON MARNELL, CHAIRPERSON, TO SIGN THIS APPLICATION.

Whereas, the Wichita Area Metropolitan Planning Organization, desires to submit an application to the Kansas Department of Transportation for Safe Routes to Schools funds set forth by SAFETEA-LU; and

Whereas, the Wichita Area Metropolitan Planning Organization, is participating in the Kansas Department of Transportation's Safe Routes to Schools program set forth by SAFETEA-LU; and

Whereas, Federal monies are available under a Safe Routes to Schools program set forth by SAFETEA-LU, administered by the State of Kansas, Department of Transportation, for the purpose of creating safer routes to schools in Kansas; and

Whereas, after appropriate public input and due consideration, the Policy Body of the Wichita Area Metropolitan Planning Organization, has recommended that an application be submitted to the State of Kansas for the WAMPO Safe Routes to School Plan project.

NOW, THEREFORE, BE IT RESOLVED BY THE POLICY BODY OF THE WICHITA AREA METROPOLITAN PLANNING ORGANIZATION:

SECTION 1. That the Wichita Area Metropolitan Planning Organization, does hereby authorize Ron Marnell, Chairperson, to submit an application to the Kansas Department of Transportation for Safe Routes to Schools program funds set forth by SAFETEA-LU on behalf of the Wichita Area Metropolitan Planning Organization.

SECTION 2. That the Wichita Area Metropolitan Planning Organization hereby assures the Kansas Department of Transportation that, upon approval by the City of Wichita, fiscal agent for the Wichita Area Metropolitan Planning Organization, sufficient funding for the WAMPO Safe Routes to School Plan project will be available, as the Safe Routes to Schools Program is a reimbursement program.

SECTION 3. That the Wichita Area Metropolitan Planning Organization hereby assures the Kansas Department of Transportation that, upon approval by the City of Wichita, fiscal agent for the Wichita Area Metropolitan Planning Organization, sufficient funding for the operation and maintenance of the WAMPO Safe Routes to School Plan project will be available for the life of the project.

SECTION 4. That the City of Wichita, Kansas, as fiscal agent for the Wichita Area Metropolitan Planning Organization, hereby assures the Kansas Department of Transportation that the City of Wichita, Kansas, as fiscal agent for the Wichita Area Metropolitan Planning Organization, will have title or permanent easement to the WAMPO Safe Routes to School Plan project by the time of project letting, if necessary.

SECTION 5. That the Chairperson of the Wichita Area Metropolitan Planning Organization Policy Body, is authorized to sign the application to the Kansas Department of Transportation for Safe Routes to Schools program funds set forth by SAFETEA-LU on behalf of the Wichita Area Metropolitan Planning Organization. The Chairperson is also authorized to submit additional information as may be required and act as the official representative of the Wichita Area Metropolitan Planning Organization, in this and subsequent related activities.

SECTION 6. That the Wichita Area Metropolitan Planning Organization hereby assures the Kansas Department of Transportation that the Wichita Area Metropolitan Planning Organization is willing and able to, if the WAMPO Safe Routes to School Plan project is selected for funding, administer all activities involved with the WAMPO Safe Routes to School Plan project.

ADOPTED BY THE POLICY BODY OF THE WICHITA METROPOLITAN
PLANNING ORGANIZATION, this date _____

Ron Marnell, Chairperson

ATTEST:

John Schlegel, WAMPO Director

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 7, 2006

TO: Wichita Area Metropolitan Planning Organization

FROM: Nancy Harvieux, AICP
Transportation Planning Manager

SUBJECT: **Public Hearing** on Memorandum of Understanding for the ITS Signal System – Traffic Signal Upgrade.

Policy Body Action on the Supplemental Agreement – Traffic Signal Upgrade.

The Intelligent Transportation System (ITS) Signal System Upgrade project includes design and implementation of a communication network, traffic signal controllers, and software. This project initiated by the City of Wichita involves Federal Earmark, Federal Metro Urban, State, and the City of Wichita funds. The Wichita Area Metropolitan Organization (WAMPO), Kansas Department of Transportation (KDOT), City of Wichita, and Sedgwick County are party to the agreement (Attachment 1). This agreement outlines the responsibilities of the four agencies to ensure the timely completion of the project. This project has no financial impact on WAMPO. WAMPO will provide oversight and assistance.

Staff requests the Policy Body approve the Chairperson to sign and enter the agreement.

RECOMMENDED ACTION:

1. *Hold a Public Hearing on the Memorandum of Understanding for the ITS Signal System – Traffic Signal Upgrade.*
2. *Approve the Chairperson to sign and enter the agreement.*

Attachments:

1. *Supplemental Agreement - Traffic Signal System Upgrade.*

SUPPLEMENTAL AGREEMENT
TRAFFIC SIGNAL SYSTEM UPGRADE

This Agreement is made and entered into, by and between, the Kansas Department of Transportation, hereinafter referred to as “KDOT”, the City of Wichita, Kansas, hereinafter referred to as “City”, Sedgwick County, Kansas, hereinafter referred to as “County”, and the Wichita Area Metropolitan Planning Organization, hereinafter referred to as “WAMPO” (collectively referred to as the “Parties”).

WITNESSETH:

WHEREAS, the Wichita Metropolitan Area Early Deployment Study was completed in 1998 through the joint efforts of the City, County, KDOT, and the US Department of Transportation, and

WHEREAS, KDOT’s Intelligent Transportation System (ITS) Set-Aside Program has approved \$3,750,000 for ITS projects in the WAMPO Area (Wichita-Sedgwick County Area – Wichita ITS Program), as requested by the City and County, and

WHEREAS, KDOT, the City, and County entered into a Memorandum of Understanding dated February 12, 2002, wherein, they agreed to share the costs and responsibilities for the design and implementation of an Intelligent Transportation System (ITS) Wichita-Sedgwick County Area, and

WHEREAS, KDOT, the City, and County entered into a Supplemental Agreement dated September 15, 2004, wherein, as provided by Paragraph 3.B.2, additional funding was set aside for the design of a Traffic Signal Upgrade Project, functionally integrated with the Advanced Transportation Management System (ATMS); and

WHEREAS, this Supplement Agreement, for State Project No. 87 K-9123-08, hereinafter referred to as the Project, states the terms and conditions under which each party will be responsible for payment of their respective portions of this Traffic Signal Upgrade Project.

NOW THEREFORE, in consideration of the premises and covenants herein contained, the parties hereto mutually agree as follows:

1. The “Project” includes, but not limited to, design and implementation of a communication network, traffic signal controllers, and software.
2. The first phase cost of the first phase of the Project is \$3,344,629.00.
3. Funding sources for the Project are as follows:
 - a. \$993,500 FFY2003 Federal ITS Earmark Fund;

- b. \$1,000,000 FFY2006 Federal STP funds;
 - c. \$250,000 20% match for STP funds (City responsible);
 - d. \$1,101,129, hereinafter the Nonfederal Share” (responsibility of KDOT, the County, and the City) as follows:
 - i. \$660,677 KDOT ITS Set-Aside Program
 - ii. \$5,316 Sedgwick County
 - iii. \$685,136 City of Wichita
4. The City, County, and WAMPO agree that the WAMPO shall be the party responsible for issuance of all invoices to KDOT for reimbursement purposes through the City billing system. The City and County shall submit its invoices to the WAMPO. The WAMPO shall then forward all invoices, from City and County, to KDOT for reimbursement purposes. Once the WAMPO has received the payment from KDOT, it shall forthwith forward the County’s portion of said payment to the County. The WAMPO agrees to send no less than a monthly invoice to KDOT through the City’s Accounts Receivable Division. Upon receipt of a Project invoice from the City, KDOT agrees to issue payment to the City, no later than thirty (30) days after receipt of each invoice. The City agrees to reimburse the Secretary for any non-participating items as determined by the Secretary.
5. This process for payment shall continue until the entire scope of work for the Project, or any addendum to the scope of work, is completed. In the event that a state “setoff” of funds due the City and County occurs during the life of the Project, all further financial obligations of the City or County hereunder shall be suspended until such funds are released. Also, KDOT’s financial obligations will be suspended until such funds are released to the City and County.
6. It is the intent of the parties that the provisions of this Agreement are not intended to violate the Kansas Cash Basis Law (K.S.A. 10-1101, et seq.) (Cash Basis Law) or the Kansas Budget Law (K.S.A. 79-2925) (Budget Law). Therefore, notwithstanding anything to the contrary herein contained, the City’s & County’s obligations under this Agreement are to be construed in a manner that assures that the City and County is at all times not in violation of the Cash Basis Law or the Budget Law. Accordingly, the City’s & County’s obligations hereunder will be subject to sufficiency of annual state and federal appropriations. Also, the Secretary’s obligations hereunder will be subject to sufficiency of annual state and federal appropriations. The Secretary shall not be responsible for any of the City’s and County’s obligation under this Supplemental Agreement.
7. It is further agreed that this Agreement and all contracts entered into under the provisions of this Agreement shall be binding upon the parties hereto and their successors and assigns.

8. The City agrees that the Project will be developed under applicable KDOT, WAMPO, federal and state air quality implementation plans.
9. The City agrees to comply with any applicable goals or purposes of the newly enacted Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), enacted as Public Law 109-59 on August 10, 2005, specifically Title V, subtitle C (sections 5301-5310).
10. Comply with all Federal acts identified on KDOT's Special Attachment to Agreements (Rev 07-29-1999), as defined in Exhibit A, which is attached hereto and made part of this Supplemental Agreement.
11. KDOT, the City, the County, and WAMPO mutually agree that no third party beneficiaries are intended to be created by this Agreement, nor do the parties herein authorize anyone not a party to this Agreement to maintain a suit for damages pursuant to the terms or provisions of this agreement.

IN WITNESS WHEREOF, KDOT, City, and County have caused this Supplemental Agreement to be executed by their respective authorized representatives.

APPROVED THIS ____ DAY OF _____ 2006, BY:

STATE OF KANSAS:

DEBRA L. MILLER
Secretary of Transportation
Kansas Department of Transportation

This space is intentionally left blank.

ADOPTED THIS ____ DAY OF _____ 2006, BY THE GOVERNING
BODY OF THE CITY OF WICHITA, KANSAS.

CITY OF WICHITA:

CARLOS MAYANS, Mayor
City of Wichita

APPROVED AS TO FORM:

ATTEST:

GARY E. REBENSTORF
Director of Law

KAREN SUBLETT
City Clerk

Date

Date

This space is intentionally left blank.

ADOPTED THIS ____ DAY OF _____ 2006, BY THE BOARD OF
COUNTY COMMISSIONERS OF SEDGWICK COUNTY, KANSAS.

SEDGWICK COUNTY:

BEN SCIORTINO, Chairman
Board of County Commissioners

APPROVED AS TO FORM:

ATTEST:

AARON T. BLASE
Assistant County Counselor

DON BRACE
County Clerk

Date

Date

APPROVED THIS _____ DAY OF _____ 2006, BY:

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

RONALD MARNELL
WAMPO Chairperson

Exhibit A

KANSAS DEPARTMENT OF TRANSPORTATION

Special Attachment
To Contracts or Agreements Entered Into
By the Secretary of Transportation of the State of Kansas

NOTE: Whenever this Special Attachment conflicts with provisions of the Document to which it is attached, this Special Attachment shall govern.

THE CIVIL RIGHTS ACT OF 1964, and any amendments thereto,
REHABILITATION ACT OF 1973, and any amendments thereto,
AMERICANS WITH DISABILITIES ACT OF 1990, and any amendments thereto,
AGE DISCRIMINATION ACT OF 1975, and any amendments thereto,
EXECUTIVE ORDER 12898, FEDERAL ACTIONS TO ADDRESS
ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW INCOME
POPULATIONS (1994), and any amendments thereto,
49 C.F.R. Part 26.1 (DBE Program), and any amendments thereto

NOTIFICATION

The Secretary of Transportation for the State of Kansas, in accordance with the provisions of Title VI and Title VII of the Civil Rights Act of 1964 (78 Stat. 252), §504 of the Rehabilitation Act of 1973 (87 Stat. 3555) and the Americans with Disabilities Act of 1990 (42 USC 12101), the Age Discrimination Act of 1975 (42 USC 6101), the Regulations of the U.S. Department of Transportation (49 C.F.R., Part 21, 23, and 27), issued pursuant to such ACT, Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations (1994), and the DBE Program (49 C.F.R., Part 26.1), hereby notifies all contracting parties that, the contracting parties will affirmatively insure that this contract will be implemented without discrimination on the grounds of race, religion, color, gender, age, disability, national origin, or minority populations and low income populations as more specifically set out in the following seven “Nondiscrimination Clauses”.

CLARIFICATION

Where the term “consultant” appears in the following seven “Nondiscrimination Clauses”, the term “consultant” is understood to include all parties to contracts or agreements with the Secretary of Transportation of the State of Kansas.

Nondiscrimination Clauses

During the performance of this contract, the consultant, or the consultant’s assignees and successors in interest (hereinafter referred to as the “Consultant”), agrees as follows:

- (1) Compliance with Regulations: The consultant will comply with the Regulations of the U. S. Department of Transportation relative to nondiscrimination in federally-assisted programs of the U.S. Department of Transportation (Title 49, Code of Federal Regulations, Parts 21, 23 and 27, hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.
- (2) Nondiscrimination: The consultant, with regard to the work performed by the consultant after award and prior to the completion of the contract work, will not discriminate on the grounds of race, religion, color, gender, age, disability, national origin or minority populations and low income populations in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The consultant will not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3) Solicitations for Subcontractors, Including Procurements of Material and Equipment: In all solicitations, either competitive bidding or negotiation made by the consultant for work to be performed under a subcontract including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by the consultant of the consultant's obligation under this contract and the Regulations relative to nondiscrimination on the grounds of race, religion, color, gender, age, disability, national origin or minority populations and low income populations.
- (4) Information and Reports: The consultant will provide all information and reports required by the Regulations, or orders and instructions issued pursuant thereto, and the Secretary of the Transportation of the State of Kansas will be permitted access to the consultant's books, records, accounts, other sources of information, and facilities as may be determined by the Secretary of Transportation of the State of Kansas to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a consultant is in the exclusive possession of another who fails or refuses to furnish this information, the consultant shall so certify to the Secretary of Transportation of the State of Kansas and shall set forth what efforts it has made to obtain the information.
- (5) Employment: The consultant will not discriminate against any employee or applicant for employment because of race, religion, color, gender, age, disability, or national origin.

- (6) Sanctions for Noncompliance: In the event of the consultant's noncompliance with the nondiscrimination provisions of this contract, the Secretary of Transportation of the State of Kansas shall impose such contract sanctions as the Secretary of Transportation of the State of Kansas may determine to be appropriate, including, but not limited to,
 - (a) withholding of payments to the consultant under the contract until the contractor complies, and/or
 - (b) cancellation, termination or suspension of the contract, in whole or in part.
- (7) Disadvantaged Business Obligation
 - (a) Disadvantaged Businesses as defined in the Regulations, shall have a level playing field to compete fairly for contracts financed in whole or in part with Federal funds under this contract.
 - (b) All necessary and reasonable steps shall be taken in accordance with the Regulations to ensure that Disadvantaged Businesses have equal opportunity to compete for and perform contracts. No person(s) shall be discriminated against on the basis of race, color, gender, or national origin in the award and performance of federally-assisted contracts.
 - (c) The contractor, sub recipient or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of Federally-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as the recipient deems appropriate.
- (8) Executive Order 12898
 - (a) To the extent permitted by existing law, and whenever practical and appropriate, all necessary and reasonable steps shall be taken in accordance with Executive Order 12898 to collect, maintain, and analyze information on the race, color, national origin and income level of persons affected by programs, policies and activities of the Secretary of Transportation of the state of Kansas and use such information in complying with this Order.
- (9) Incorporation of Provisions: The consultant will include the provisions of paragraphs (1) through (8) in every subcontract, including procurements of

materials and equipment, unless exempt by the Regulations, order, or instructions issued pursuant thereto. The consultant will take such action with respect to any subcontract or procurement as the Secretary of Transportation of the State of Kansas may direct as a means of enforcing such provisions including sanctions for noncompliance: PROVIDED, however, that, in the event a consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the consultant may request the State to enter into such litigation to protect the interests of the State.

(Revised 07-29-1999)

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 7, 2006

TO: Wichita Area Metropolitan Planning Organization

FROM: Nancy Harvieux, AICP
Transportation Planning Manager

SUBJECT: **Public Hearing** on the proposed Draft Transportation Improvement Program Policy.

Policy Body Action on the Proposed Draft Transportation Improvement Program Policy.

WAMPO Staff, upon direction by the Technical Advisory Committee (TAC) and the Policy Body, has created a Draft Transportation Improvement Program (TIP) Policy. The purpose of the TIP Policy is to clearly identify a standard operating procedure to do the following:

- create a new TIP,
- amend the TIP,
- make administrative revisions to the TIP,
- outline project selection, and
- provide Project Selection Criteria

TAC, at their April meetings, initiated the process to develop the WAMPO TIP Policy. The Policy Body, at their May meeting, reviewed the TAC recommendations and also provided their input into the proposed Policy. Following review and changes to the proposed Policy at their June and July meetings, TAC recommended the Policy Body approve the Draft TIP Policy document (Attachment 1).

WAMPO Staff has enclosed a copy of the Draft TIP Policy for your review.

RECOMMENDED ACTION:

1. *Hold a Public Hearing on the proposed Draft TIP Policy.*
2. *Approve the proposed Draft TIP Policy.*

Attachments:

1. *Draft Transportation Improvement Program Policy.*

W A M P O

Wichita Area Metropolitan Planning Organization

Draft Transportation Improvement Program Policy

Table of Contents

Table of Contents	2
SECTION 1.0 INTRODUCTION	4
1.1 Process Overview.....	4
SECTION 2.0 GUIDELINES	6
2.1 Sponsor	6
2.2 Federal Share	6
2.3 Fiscal Constraint	6
2.4 Overrun Costs	6
2.5 Project Additions / Changes.....	7
2.6 Call for Projects	7
2.7 Project Selection	7
2.8 Project Monitoring.....	7
2.9 Public Involvement	7
2.10 Obligation of Funds	7
Section 3.0 NEW TIP	9
3.1 Fiscal Constraint	9
3.2 Future Funding Estimates	9
3.3 Call for Projects	9
3.4 Public Meeting.....	9
3.5 Submittal of Applications	9
3.6 Project Selection	9
3.7 Request for KDOT and USDOT Approval.....	9
3.8 Figure 1: New TIP Process Diagram	10
SECTION 4.0 AMENDMENT.....	11
4.1 Conditions for Amendment.....	11
4.2 Fiscal Constraint	11
4.3 Amendment Schedule	11
4.4 Application Process	11
4.4.1 Request for Amendment	11
4.4.2 TAC Review and Recommendation	11
4.4.3 Public Comment/Review	11
4.4.4 Policy Body Adoption.....	11
4.5 Request for KDOT and USDOT approval.....	12
4.6 Figure 2: Amendment Process Diagram.....	12
SECTION 5.0 ADMINISTRATIVE MODIFICATION	13
5.1 Purpose.....	13
5.2 Modification Eligibility	13
5.3 Modification Schedule	13
5.4 Modification Process	13
5.4.1 Request for Modification	13
5.4.2 WAMPO Staff Review	13
5.4.3 Notify the TAC	13
5.4.4 Record Changes in the TIP	13
5.5 Figure 3: Administrative Modification Process Diagram.....	14

SECTION 6.0	PROJECT SELECTION	15
6.1	Project Selection Criteria	15
6.2	Provide the List of Projects to the TAC, Public, and Applicants	15
6.3	Applicant Presentations to the TAC	15
6.4	TAC Recommendation	15
6.3	Public Review and Comment.....	15
6.4	Policy Body Public Hearing.....	15
6.5	Public Review and Comment (Contingent on the Policy Body decision).....	15
Appendix A:	Glossary	16
Appendix B:	Project Selection Criteria	18
B.1:	Surface Transportation Program	19
B.1.1	Major Construction - Criteria.....	19
B.1.2	Preservation.....	19
B.1.3	Safety	19
B.2	Bridge Rehabilitation and Replacement	20
B.3	Congestion Mitigation and Air Quality	21
B.3.1	Traffic Flow and Operations.....	21
B.3.2	ITS.....	21
B.3.3	Bicycle/Pedestrian.....	21
B.3.4	Public Transportation.....	21
B.3.5	Outreach and Others	21

DRAFT

SECTION 1.0

INTRODUCTION

The Wichita region's growing pattern of development and travel demand requires a continuous program of managing and improving the area's surface transportation system. The transportation system plays a central role in the lives of the citizens of the region as they go about their daily business and activities. If the metropolitan area is to enjoy an enhanced quality of life and maintain a competitive position both regionally and nationally, a transportation improvement program is necessary to assure that the transportation system is positioned to make a positive contribution.

The *Transportation Improvement Program (TIP)* presents a program of improvements to the surface transportation system within the Wichita planning area to be implemented for the short-range with federal matching funds. The projects, through a combination of federal, state, and/or local funding sources cover a wide range of transportation modes. This includes streets and highways, public transportation, and bicycle and pedestrian facilities. Planned improvements include new construction; expansion of existing services, and facilities; Intelligent Transportation Systems (ITS); reconstruction of existing facilities; and efficiency improvements to increase the effectiveness of existing transportation investments. The MPO, in cooperation with the KDOT and Wichita Transit has the lead responsibility for carrying out the development of the TIP.

The TIP serves as a short-range implementation program, identifying projects selected by the MPO to be initiated during the upcoming four-year period. Additionally, the TIP is used as a program management tool to gauge progress of the transportation plan for the region. Specifically, improvements contained within the TIP must be consistent with approved transportation plans, primarily the *Long-Range Transportation Plan (LRTP)* and should reflect progress toward the overall transportation goals of the region.

The TIP is also a financially constrained program of projects for which funding is expected to be available over the four (4) year period. The WAMPO TIP includes an out-year to aid in programming and planning. As a result, the TIP reflects the transportation improvements priorities of the region, given the resources available. Projects in the planning area using federal funds and non-federal projects of regional significance must be listed in the TIP. Regionally significant projects are those that have a major impact on the region without using federal funding. They serve regional transportation needs (such as access to and from the area outside of the region, major regional activity centers, major planned developments, or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including, as a minimum, all principal arterial highways and all fixed guide way transit facilities that offer a significant alternative to regional highway travel. The WAMPO is specifically responsible for programming funding for the Surface Transportation Program (STP), Bridge (BR), and Congestion Mitigation Air Quality Improvements (CMAQ) categories. WAMPO, in cooperation with KDOT, program funds for National Highway System (NHS), Interstate Maintenance (IM), and Bridge (BR) projects.

A financial summary in the document lists the total funds expected and programmed from all sources (federal, state, and local). Federal legislation dictates the minimum requirements when developing a TIP (e.g. number of years, update schedule, etc).

1.1 Process Overview

There are a number of processes involved in the development and maintenance of the TIP. These include development of a new TIP, the Amendment and Administrative Modification processes. Procedures that contribute to these main processes include, but are not limited to, Call for Projects, application of Project Selection Criteria, and Project Status Monitoring. This Policy outlines the

guidelines to be used in the development and maintenance of the TIP along with the activities involved in these processes.

DRAFT

SECTION 2.0 GUIDELINES

The following Policies outline requirements of the TIP. Specific policies will be applied as appropriate when creating a New TIP, amending, or applying an administrative modification to an existing TIP.

2.1 Sponsor

The WAMPO requires the project be sponsored by a governmental jurisdiction, to assure that the matching funds will be available as outlined on the project application.

2.2 Federal Share

Once selected for the TIP, project sponsors are, at a *maximum*, allowed to request 80 percent federal funding for construction and construction engineering costs. Using the 80 percent federal share requires a *minimum* match of 20 percent by the sponsoring agency/jurisdiction. Increases in the dollar amount will be recorded through the amendment process.

2.3 Fiscal Constraint

Federal regulation requires the TIP be fiscally constrained. In other words, there should not be more projects programmed than can realistically be funded. At times there may be more projects programmed to allow for the potential of a project running into a snag, preventing it from being started on time, but this programmed amount should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

In order to best program for project development a reverse sliding scale is applied to the TIP. Table 1 outlines how programming percents will be applied by program year. When there is more than one out-year, there will be no programming above the obligation amount in the out-years.

Table 1 Reverse Sliding Scale

Program Year	Percent above obligation amount
First	20
Second	15
Third	10
Fourth	5
Out-year(+)	0

Awarded funds may be distributed over more than one year. In that case, the requesting agency/jurisdiction must receive approval from Federal, State, and MPO agency representatives. The agency/jurisdiction will carry the requested funding for the out-years. Reimbursement will occur if, and when, federal funds become available in future years.

2.4 Overrun Costs

In order to assure the project is completed, overrun funding is available above the initial award amount, not to exceed the 80 percent share of federal funds through out the life of the project and/or at completion of the project. The intent of tracking the changes in funding during the course of the year is to assure project schedule flexibility.

Overrun costs are deducted from available federal funds. If an overrun is requested and all current year federal funds have been obligated, the overrun amount will be deducted from the next years funding prior to any funds being released for obligation. This may result in a reshuffling of program projects to assure fiscal constraint is maintained. Projects will be shifted into later years until fiscal constraint is reached.

2.5 Project Additions / Changes

A project can be added into the TIP, through a Call for Projects when unanticipated funding becomes available or when doing a New TIP, if approved by the Technical Advisory Committee (TAC). The addition of projects will require the Amendment process. All Amendments require final approval by the Policy Body.

There are two ways existing project information can be changed on an existing TIP project. This includes changes to the year of an existing project or to the federal share amount.

- a. An administrative modification can be done by WAMPO staff if the requested change is less than \$200,000 or 10 percent (whichever is less) of the federal funding amount awarded to a project at the time of the request. This change will be reflected in the next amendment.
- b. An amendment can be made to the awarded project upon request by the sponsoring agency to shift years or change the federal portion maintaining the maximum 80/20 split if the administrative modification guidelines do not apply.

2.6 Call for Projects

The staff of the WAMPO, after approval from the TAC, starts the process of a Call for Projects by posting announcements on the web, in newspaper box ads, and newsletters. An application is available to project sponsors for completion and submission to the WAMPO. The application provides information to staff that will aid in use of the Project Selection Criteria. The Call for Projects is used during the development of a new TIP and can also be used as situations arise requiring programming of unanticipated available funding.

2.7 Project Selection

Project selection is a process by which transportation improvement projects are chosen to be in the TIP. Project selection involves several steps that begin with the Selection Criteria and ends with the final approval by the Policy Body. Section 6 of this document details the project selection process.

2.8 Project Monitoring

In order to maintain an updated TIP while adhering to legislative requirements for a fiscally constrained TIP and to present project status on an annual basis, a quarterly project update is required. Staff will provide an annual project status update for publication on the web and will be distributed to TAC and Policy Body members.

Sponsoring agencies are required to provide project updates quarterly at the Technical Advisory Committee (TAC) meetings. Requested information includes letting status and/or if the project progress will require movement to later year or funding changes. By using a monitoring system projects are also followed for reasonable progress toward letting.

2.9 Public Involvement

The TIP public involvement activities are outlined in detail in the MPO public participation program. All changes to the TIP must follow the process as outlined, are advertised, and made available for public review and comment.

2.10 Obligation of Funds

Federal funds awarded in each federal fiscal year must be obligated by September 15th of that year. An obligation is the Federal government's promise to pay the State for the Federal share of a project's eligible cost. This commitment occurs when KDOT submits a Project Agreement to FHWA for their approval.

Before KDOT can submit a Project Agreement to FHWA for their approval, the following criteria must have been met by the sponsoring agency in coordination with the MPO and KDOT:

- a. The project must be on the MPO's existing, approved Transportation Improvement Program (TIP).
- b. If KDOT is authorizing any work phase other than preliminary engineering; all environmental clearances must be done and the sponsoring agency's City/State agreement shall have been executed.
- c. In the case of Construction Engineering (CE)/Construction authorization, KDOT must also have a ROW Clearance and a Utilities Certificate in place with the KDOT.

Obligated funds are considered used even if no expenses have incurred. Once a project has been obligated it can be "Let" at any point. The term "Let" is a shortened term for "Bid Letting" which means the project has been opened up to contractors for bidding. The date on which a project is "Let" is referred to as the "Let Date."

DRAFT

Section 3.0 **NEW TIP**

The WAMPO TIP is developed every other year through a cooperative process with Federal, State, Local, and Public Transportation provider representatives. According to the Federal legislation, a new TIP is a priority list of transportation projects that is to be carried out within the four (4) year period following its adoption. The following outlines the steps involved in the development of the New TIP.

3.1 Fiscal Constraint

Federal regulation requires that there should not be more projects programmed than can be realistically funded. The amount programmed in the TIP should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

3.2 Future Funding Estimates

When beginning a new TIP, the Kansas Department of Transportation (KDOT) provides the WAMPO an estimate of anticipated money available for programming Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Bridge Replacement and Rehabilitation (BR) funds for the next five federal fiscal years.

The WAMPO will use the KDOT estimates as target obligation amounts to be programmed per the TIP Policy maintaining financial constraint.

3.3 Call for Projects

A Call for Projects is a request for applications for new projects to be funded using STP, CMAQ, and BR funds. Following the receipt of future funding estimates and TAC approval, WAMPO staff will inform KDOT, public transportation providers, and all communities in the region that WAMPO is making a Call for Projects. The WAMPO staff will also announce a public meeting and provide the above entities with an application for projects at this time.

3.4 Public Meeting

A public meeting will be held to announce the beginning of the application period. WAMPO staff will explain the process of developing a new Transportation Improvement Program and answer questions at this time. The public will have the opportunity to voice opinions during the comment and review period and at the public hearing held prior to action on the TIP.

3.5 Submittal of Applications

Upon completion of applications, applicants must submit them to WAMPO staff for processing.

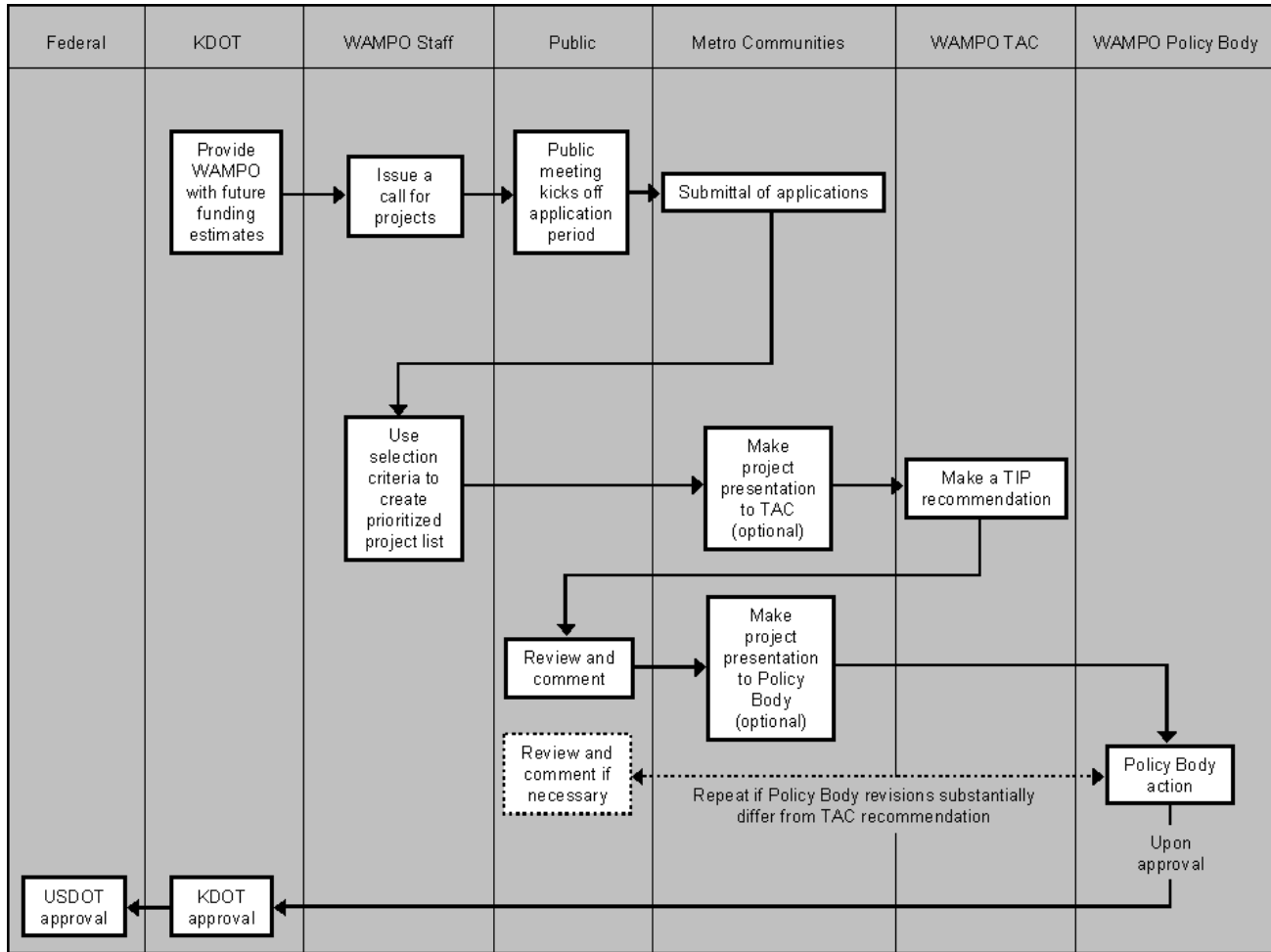
3.6 Project Selection

The applications will go through a series of steps ending with the final project selection by the Policy Body. For a detailed list of the project selection process, refer to Section 6.0 of this document.

3.7 Request for KDOT and USDOT Approval

If the Policy Body votes to approve a TIP, the recommended TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval as an amendment to the State Transportation Improvement Program. If there are substantial changes recommended by the Policy Body the TIP may require additional public involvement.

3.8 Figure 1: New TIP Process Diagram



SECTION 4.0

AMENDMENT

A TIP amendment is the process by which project sponsors make significant changes to their projects.

4.1 Conditions for Amendment

The TIP must be amended when one of the following conditions exist:

- Projects do not have a “Complete Office Check” from the Kansas Department of Transportation (KDOT).
- The design concept or scope of the project has changed.
- Change in the federal fiscal year of the project obligation date.
- Change in the federal funding category of the project.
- Change in the federal fund amount maintaining a maximum split of 80/20%.
- A project is new to the federal funding or the TIP.
- A project needs to be deleted from the TIP.
- A project’s funding increases by either \$200,000 or 10 percent of the total project cost.

4.2 Fiscal Constraint

Federal regulation requires that there should not be more projects programmed than can be realistically funded. The amount programmed in the TIP should not exceed the federally authorized amount (approximately 20 percent over obligation amount). It is also understood that with the limitation on funds, when there is programming above the obligation amount, it is possible not all programmed projects will be started in the year listed and may need to be moved to a later year to accommodate fiscal constraint requirements.

4.3 Amendment Schedule

At a minimum, the TIP will be amended the last quarter of each fiscal year. It may also be amended quarterly if necessary.

4.4 Application Process

4.4.1 Request for Amendment

The sponsoring agency must notify WAMPO staff of the need to amend the TIP. If the applicant is requesting additional money, WAMPO staff will provide them with an application. If other changes are required, WAMPO staff will inform them of what information they need to provide.

4.4.2 TAC Review and Recommendation

Upon receipt of required materials, WAMPO staff will present the amendment request to the Technical Advisory Committee (TAC). The TAC will consider the amendment and make a recommendation to the Policy Body.

4.4.3 Public Comment/Review

The TAC recommendation is made available to the public for public review/comment as outlined in the WAMPO public participation program. The Policy Body also holds a public hearing on the TAC recommendation prior to action on the amendment.

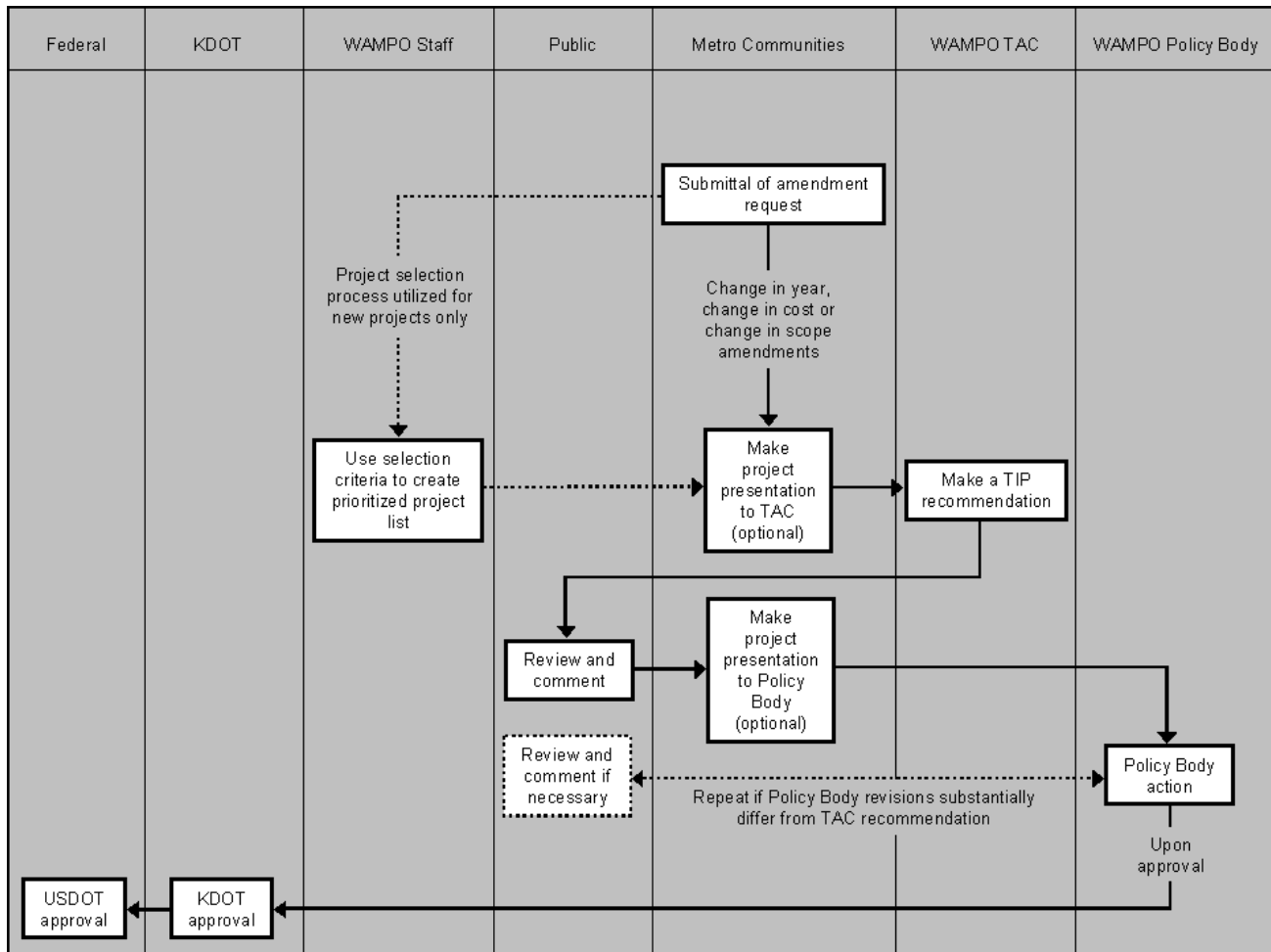
4.4.4 Policy Body Adoption

If the Policy Body agrees with the recommendation of the TAC, there will be no need for additional public involvement. If the Policy Body decision differs substantially from the recommendation of the TAC, the decision may require a second Public Comment/Review period and Public Hearing before adoption.

4.5 Request for KDOT and USDOT approval

A copy of the amended TIP will be sent to KDOT for approval. Upon KDOT approval, KDOT will forward the TIP to the US Department of Transportation for approval.

4.6 Figure 2: Amendment Process Diagram



SECTION 5.0 ADMINISTRATIVE MODIFICATION

A TIP modification is the process by which project sponsors are allowed to make minor changes to their projects.

5.1 Purpose

Modification of the TIP is to aid the project sponsors, in letting the projects or to be eligible for additional funding without a long amendment process when requested changes comply with the requirements outlined in Section 5.2. Maintaining a record of modifications through the amendment process will provide updated financial information impacting the programming of projects.

5.2 Modification Eligibility

The staff may administratively modify a project in the TIP only if all of the following requirements are met:

- The project should have a “Complete Office Check” from the Kansas Department of Transportation.
- The design concept and scope of the project should not have changed.
- Requested changes are less than \$200,000 or 10 percent of the federal funding amount awarded to a project (whichever is lowest).

5.3 Modification Schedule

Modifications will be made to the TIP as needed. Modifications will be recorded through the amendment process.

5.4 Modification Process

5.4.1 Request for Modification

All project sponsors can make a request for modification to the current TIP. The applicant must notify WAMPO staff of the desired modification. WAMPO staff will then inform the applicant of all the information required of the applicant.

5.4.2 WAMPO Staff Review

Upon receipt of required materials, WAMPO staff will review the request for modification to ensure the request qualifies for modification and does not require the amendment process.

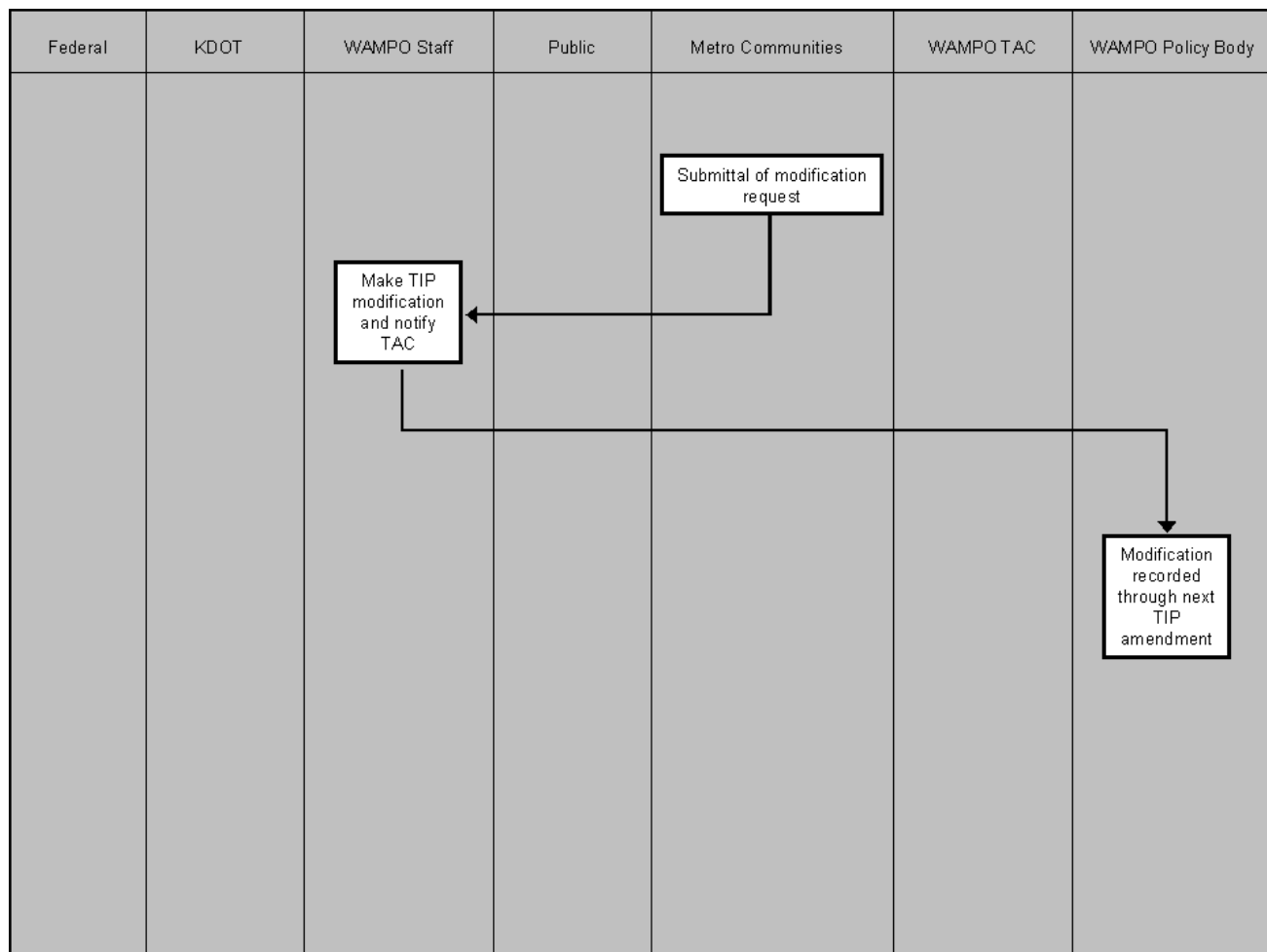
5.4.3 Notify the TAC

WAMPO staff will notify the Technical Advisory Committee about all modifications to the TIP document.

5.4.4 Record Changes in the TIP

All modifications will be added to the TIP at the next TIP amendment.

5.5 Figure 3: Administrative Modification Process Diagram



SECTION 6.0 PROJECT SELECTION

Project Selection is the process project sponsors go through in an attempt to secure Federal funds administered through the WAMPO. The applications will go through a series of steps prior to the final project selection by the Policy Body. The initial step is a call for projects which will be based on the Project Selection Criteria available in Appendix B.

6.1 Project Selection Criteria

WAMPO staff will rank projects based on the Project Selection Criteria (PSC) appropriate to the project type. The PSC is a set of equations and weighted numerical values that provides an objective, numerical analysis of a project to provide a priority ranking. Appendix B outlines the various PSC used in conjunction with project presentation in programming.

6.2 Provide the List of Projects to the TAC, Public, and Applicants

The prioritized list of projects will be presented to the TAC and made available to the public and applicants prior to the TAC meeting where the projects will be discussed.

6.3 Applicant Presentations to the TAC

Applicants have the option of making a presentation to the TAC in support of their projects. If applicants want to do this, they must contact the WAMPO staff prior to the TAC meeting.

6.4 TAC Recommendation

The TAC will review the prioritized list, hear presentations, and recommend a list of programmed projects for the TIP to the Policy Body.

6.3 Public Review and Comment

The TAC recommended TIP will be presented to the public, providing an opportunity to review and offer opinions according to the WAMPO's public participation program.

6.4 Policy Body Public Hearing

Public comments and the TIP recommended by the TAC will be presented to the Policy Body at this hearing. There will be an opportunity for the public and project sponsors to voice opinions and make presentations to the Policy Body at this time. The Policy Body will review/make changes and take action on the TIP.

6.5 Public Review and Comment (Contingent on the Policy Body decision)

If the Policy Body's revisions of the TIP substantially change the TIP recommended by the TAC, a second public review/comment session will be required per the public involvement program and legislative guidelines.

Appendix A: Glossary

Authorization – Basic substantive legislation or that which empowers an agency to implement a particular program and also establishes an upper limit on the amount of funds that can be appropriated for that program

Bridge Replacement and Rehabilitation (BR) – Federal-aid funding program that funds the replacement and rehabilitation of bridges.

Call for Projects – A call for projects is the process by which the WAMPO staff informs the communities in the WAMPO. The TAC must approve all calls for projects.

Complete Office Check by KDOT – Complete Office Check is a phase in KDOT's project development schedule. A typical project would be seven and a half months from letting once it is in this phase. Projects in this phase have all details completed and have complete project plans as per KDOT design manual and standard specifications. A project in this phase would generally have a good construction cost estimate.

Congestion Mitigation and Air Quality (CMAQ) – A categorical funding program that directs funding to projects that contribute to meeting national air quality standards in non-attainment areas for ozone and carbon monoxide.

Fiscal Constraint – A requirement, originally of ISTEA and now emphasized in SAFETEA-LU, that all plans balance expenditures to reasonably expected sources of funding over the period of the TIP and Long Range Transportation Plan.

Long Range Transportation Plan (LRTP) – Federally mandated twenty-year comprehensive transportation plan for an MPO region.

Metropolitan Planning Organization (MPO) – Regional planning entity responsible for transportation planning and approval of federal transportation funding for the region.

Obligation – The Federal government's legal commitment (promise) to pay or reimburse the States or other entities for the Federal share of a project's eligible costs.

Obligation Authority – The total amount of funds that may be obligated in a year.

Obligation Limitation – A restriction, or "ceiling" on the amount of Federal assistance that may be promised (obligated) during a specified time period.

Policy Body (WAMPO) – The governing body of the WAMPO. The Policy Body is an independent entity, which is the final decision maker on all MPO programs and policies.

Project Selection Criteria – A criteria adopted by the Policy Body that guides the quantitative considerations for ranking project priorities.

Project Sponsor – The government entity that proposes and supports individual transportation projects.

Public Participation – An integral part of a planning or major decision-making process. It provides opportunities for the public to be involved with the MPO in an exchange of data and ideas. Citizen participation offers an open two way process for information sharing.

Surface Transportation Program (STP) – Federal-aid highway funding program that funds a broad range of surface transportation capital needs, including many roads, transit, sea and airport access, vanpool, bicycle, and pedestrian facilities.

Technical Advisory Committee (TAC) – A standing committee of most metropolitan planning organizations (MPOs); function is to provide advice on plans or actions of the MPO from planners, engineers and other staff members.

Transportation Improvement Program (TIP) – Developed every two years, the TIP is a priority list of transportation projects developed by the WAMPO that is to be carried out within the four (4) year period following its adoption; must include documentation of federal and state funding sources for each project and be consistent with adopted MPO long range transportation plans.

DRAFT

THIS PAGE INTENTIONALLY LEFT BLANK

DRAFT

B.1: Surface Transportation Program

B.1.1 Major Construction - Criteria

Criteria will be entered upon approval by the Policy Body.

B.1.2 Preservation

Criteria will be entered upon approval by the Policy Body.

B.1.3 Safety

Criteria will be entered upon approval by the Policy Body.

DRAFT

B.2: Bridge Rehabilitation and Replacement

Criteria will be entered upon approval by the Policy Body.

DRAFT

B.3: Congestion Mitigation and Air Quality

B.3.1 Traffic Flow and Operations

Criteria will be entered upon approval by the Policy Body.

B.3.2 ITS

Criteria will be entered upon approval by the Policy Body.

B.3.3 Bicycle/Pedestrian

Criteria will be entered upon approval by the Policy Body.

B.3.4 Public Transportation

Criteria will be entered upon approval by the Policy Body.

B.3.5 Outreach and Others

Criteria will be entered upon approval by the Policy Body.

DRAFT

WICHITA AREA METROPOLITAN PLANNING ORGANIZATION

August 7, 2006

TO: Wichita Area Metropolitan Planning Organization

FROM: Nancy Harvieux, AICP
Transportation Planning Manager

SUBJECT: **Public Hearing** on the proposed amendment to the 2006 Transportation Improvement Program.

Policy Body Action on the Proposed 2006 Transportation Improvement Program.

Late in 2005 the Kansas Department of Transportation (KDOT) advised the Policy Body that they would no longer be able to carry forward unspent Federal Metro Urban funds. The WAMPO area had accumulated approximately \$28 million dollars in un-programmed funds that needed to be programmed and obligated in Federal Fiscal Year 2006.

In response to this situation, the Technical Advisory Committee (TAC) first put together a Draft Transportation Improvement Program (TIP) Policy. The Policy is a guide in programming Federal Metro Urban funds to new or existing projects. Next the project sponsors were asked to revise their respective project information, both project costs and potential years for the project to be programmed. The Draft Policy and the information provided by project sponsors were used to propose amendments to the 2006 TIP. TAC in their July 31, 2006 meeting finalized the recommended TIP.

Attachment 1 is a summary of the proposed amendment to the 2006 TIP. This table shows all projects requesting Amendment. Changes highlighted in gray are for projects that do not have Federal Metro Urban funds and are not programmed by the Policy Body.

Attachment 2 is a summary in spreadsheet form reflecting the proposed amendment changes to Federal Metro Urban funds in the TIP. The spreadsheets reflect the impact of the increased costs on projects over time. The bulk of proposed cost adjustments for this amendment occur in 2006, 2007, and 2008. It is anticipated there will be cost adjustments in future amendments, which likely will result in additional years to complete the proposed projects currently reflected in the programmed (2006-2008) and out years (2009-2013) of the TIP.

Attachment 3 is the proposed 2006 TIP recommended by TAC for approval on July 31, 2006. The **Public Comment/Review** period for the proposed amendment is from **August 3 - 16, 2006**. A **Public Hearing** is required on the proposed amendment to the 2006 TIP prior to Policy Body action.

RECOMMENDED ACTION:

- 1. Hold a Public Hearing on the proposed amendment to the 2006 TIP.*
- 2. Approve the proposed amendment to the 2006 TIP.*

Attachments:

- 1. Summary of the proposed amendment to the 2006 Transportation Improvement Program.*
- 2. Proposed 2006-2013 Summary Spreadsheets.*
- 3. Proposed 2006 Transportation Improvement Program.*

**Summary of the proposed amendment to the
2006 Transportation Improvement Program**

<u>Kansas Department Of Transportation (KDOT):</u>	<u>Change Type:</u>	<u>Page #:</u>
1) US-54: 119 th St. W. to 135 th St. W.	Moved from 2006 to 2007 (**).	KD-7
2) K-254: Hillside/45 th St. S./Oliver/Woodlawn Interchanges	Moved from 2006 to 2007 (**).	KD-7
3) 13 th St. N Approx ¼ Mile west of Waco (Minisa Bridge)	F-TE increased from \$435,000 to \$1,000,000 (**).	KD-1
4) US-81: Cowskin CR. BR#157, 5Km N SG-SU Co. Line	Cost increase and PE estimate adjustment (**).	KD-4
5) I-135: N of Pawnee to N of US-54 [K-7332-01 (TIP#)]	Cost increase, moved from 2006 to 2009, and project split (**).	KD-9
6) I-135: N of Pawnee to N of US-54 [K-7332-02 (TIP#)]	Split from K-7332-01 (TIP#) (**).	KD-6
7) ITS AVL (COW/SG) F-STP	Dropped on request from SG Co.	
8) ITS Wichita Transit Project (COW) F-STP	Dropped on request from COW.	

<u>City of Wichita (COW):</u>	<u>Change Type:</u>	<u>Page #:</u>
1) Pawnee: Seneca to Meridian	Moved from 2007 to 2006 and increased F-STP by \$2,000,000.	WR-3
2) Pawnee: 119 th St. W. to Maize Rd.	Split, moved from 2007 to 2006/07, and increased F-STP by \$1,800,000.	WR-2
3) Intersection: 13 th St. N. and Broadway	Moved from 2006 to 2007.	WI-1
4) Intersection: 13 th St. N. and Mosley	Moved from 2006 to 2007.	WI-1
5) 15 th St. N. @ Drainage Canal	Moved from 2006 to 2008 and reduced F-BR by \$330,000.	WB-1
6) Elevated Rail Corridor: Douglas Ave. to 17 th St. N.	New 2006 F-TCSP Grant (**).	WR-1
7) 11 th St. N.: Bridge @ Drainage Canal	Increase F-STP by \$330,000	WB-1
8) 37 th St. N.: Tyler to Ridge & Bridge west of Ridge	Increased F-STP by \$ 551,635	WR-1
9) Central: Woodlawn to Rock	Moved \$261,036 from F-BR to F-STP	WR-1
10) Harry: Turnpike to east of Rock	Increased F-STP by \$100,000	WR-4
11) 29 th St. N.: 119 th St. W. to Maize	Moved from 2006 to 2007	WR-3
12) 21 st St. N.: Bridge @ Little Arkansas River	Increased F-BR by \$100,000	WB-1
13) Hillside: Bridge @ Range Road	Moved from 2007 to 2008 and increased F-BR by \$500,000	WB-2
14) Bridge Inspection	Increased F-BR by \$20,000	WB-1
15) Oliver: Harry to Kellogg	Increased F-CMAQ by \$500,000	WR-4
16) Intersection: Douglas and Oliver	Increased F-CMAQ by \$400,000	WI-2
17) Mac Arthur: Meridian to Seneca	Moved from 2007 to 2008 and increased F-STP by \$200,000.	WR-4
18) 25 th St. N.: Bridge @ Little Arkansas River	Moved from 2007 to 2008 and increased F-BR by \$150,000	WB-2
19) Intersection: 17 th St. N. and Hillside	Moved from 2007 to 2008 and added \$440,000 in F-STP	WI-2
20) 13 th St. N.: 119 th St. W. to 135 th St. W.	Moved from 2007 to 2009	WR-6

(**) No Federal Metro Urban Funds (STP/CMAQ/BR) programmed for the project.

21) 21 st St. N.: Bridge @ Arkansas River	Moved from 2007 to 2008 and increased F-BR by \$850,000	WB-1
22) Seneca: I-235 to 31 st St. S.	Moved from 2008 to 2009	WR-6
23) Greenwich: Harry to Kellogg	Split and moved from 2008 to 2009/10	WR-6
24) Lincoln: Bridge @ Arkansas River	Moved from 2007 to 2008	WB-2
25) Pawnee: I-135 to Hillside	Moved from 2008 to 2010	WR-8
26) 13 th St. N.: Hillside to Oliver	Moved from 2008 to 2010	WR-7
27) 135 th St. W.: Maple to Central	Moved from 2009 to 2010	WR-7
28) Grove: Bridge @ Frisco Ditch	Moved from 2008 to 2010	WB-3
29) 13 th St. N.: Oliver to Woodlawn	Split and moved from 2009 to 2010/11	WR-7
30) 21 st St. N.: Broadway to I-135	Moved from 2010 to 2011	
31) Central: 119 th St. W. to 135 th St. W. & Bridge between 119 th St. W. and 135 th St. W.	Moved from 2007 to 2011 and increased F-STP by \$2,650,000	
32) 119 th St. W.: Kellogg to Maple	Moved from 2009 to 2011	
33) 47 th St. S.: Meridian to Seneca	Moved from 2008 to 2012	
34) Intersection: Zoo/Westdale/I-235	Moved from 2007 to 2012	
35) Greenwich: Central to 13 th St. N.	Moved from 2009 to 2012	
36) 21 st St. N.: K-96 to 127 th St. E.	Moved from 2009 to 2012	
37) 135 th St. W.: Kellogg to Auburn Hills	Moved from 2010 to 2012	
38) Harry: Greenwich to 143 rd St. E	Moved from 2010 to 2013	
39) Pawnee: Webb to Greenwich	Moved from 2010 to 2013	
40) 135 th St. W.: 13 th St. N. to 21 st St. N.	Moved from 2010 to 2013	

Sedgwick County (SG Co.):

Change Type:

Page #:

1) 143 rd St. E. Bridge @ KTA	Moved from 2008 to 2009 and F-BR increased by \$1,580,000.	SB-3
--	--	------

Metropolitan Communities (MC):

Change Type:

Page #:

1) Maize Rd.: 45 th St. N. to K-96	Split, moved from 2010 to 2011/12, and increase in F-STP by \$1,096,602.	MC-3
2) 1 st St.: Pedestrian Bicycle Pathway	Moved from 2006 to 2007.	MC-1
3) Woodlawn: 37 th St. N. to 45 th St. N.	Moved from 2008 to 2009 and increase in F-STP by \$790,000.	MC-3
4) Regional ITS System Implementation	Dropped the project from the Program.	
5) Main Street: Grand Ave. to Cowskin Creek	Increased F-STP by \$133,673.	MC-1
6) 71 st St. S.: US-81 to KTA Ramp	Reduced F-STP by \$60,264.	MC-2
7) 53 rd St. N.: Bridge @ Chisholm Creek	Increased F-BR by \$292,876.	MC-1

Wichita Transit (WT):

Change Type:

Page #:

1) Van Maintenance Facility	New Project in 2006 (**).	WT-2
2) Systems Upgrade	New Project in 2006 (**).	WT-2
3) Transit Enhancements	New Project in 2006 (**).	WT-2
4) Trolleys (5)	New Project in 2007 (**).	WT-4

(**) No Federal Metro Urban Funds (STP/CMAQ/BR) programmed for the project.

5) Systems Upgrades	New Project in 2007 (**).	WT-3
6) Bus Purchases (5)	New Project in 2007 (**).	WT-2
7) Van Purchases (8)	New Project in 2007 (**).	WT-4
8) New Freedoms	New Project in 2007 (**).	WT-3
9) Access to Jobs	New Project in 2008 (**).	WT-2
10) Capital Cost of Contracting	New Project in 2008 (**).	WT-4
11) FTA Training/Travel	New Project in 2008 (**).	WT-4
12) Maintain Existing ADA	New Project in 2008 (**).	WT-4
13) Maintain Existing Services	New Project in 2008 (**).	WT-4

(**) No Federal Metro Urban Funds (STP/CMAQ/BR) programmed for the project.

Proposed 2006-2013 Summary Spreadsheets

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total
	Federal Fund Balance at the end of FY 2005	\$15,309,005	\$11,053,394	\$1,362,693		
FY : 2006	FY 2006 Federal Obligation Authority	\$6,818,227	\$2,501,230	\$1,124,527	\$10,443,984	
	Funds available for programing in Fy 2006	\$22,127,232	\$13,554,624	\$2,487,220	\$38,169,076	
Andover	13th St. N.: 159th St. E. to 1/2 mile east	\$1,089,239			\$1,089,239	\$1,089,239
Andover	13th St. N.: West of Andover Rd. to KTA Bridge	\$319,000			\$319,000	\$319,000
Colwich	167th St.W.: Wichita Ave. to 57th St. N.	\$627,440			\$627,440	\$627,440
Haysville	Main Street: Grand Ave. to Cowskin Creek	\$251,799			\$251,799	\$118,126
Park City	53rd St. N.: Bridge @ Chisholm Creek			\$1,764,876	\$1,764,876	\$1,472,000
W. Transit	Q-Line Shuttle		\$80,000		\$80,000	\$80,000
W. Transit	Ride Share Program		\$12,000		\$12,000	\$12,000
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000	\$32,000
Wichita	ITS Signal System Project (\$1,000,000 Fed. Earmark)	\$1,000,000			\$1,000,000	\$1,000,000
Wichita	Intersection: Maple & Ridge		\$930,000		\$930,000	\$930,000
Wichita	Intersection: Pawnee & McLean		\$900,000		\$900,000	\$900,000
Wichita	11th St. N.: Bridge @ Drainage Canal	\$882,000			\$882,000	\$552,000
Wichita	Central:Oliver to Woodlawn & Bridge @ Brookside	\$300,000	\$2,460,000		\$2,760,000	\$2,760,000
Wichita	Oliver: Bridge @ Gypsum Creek			\$880,000	\$880,000	\$880,000
Wichita	Greenwich: 13th St. N to 26th St. N	\$4,000,000			\$4,000,000	\$4,000,000
Wichita	21st St. N.: Oliver to Woodlawn	\$900,000			\$900,000	\$900,000
Wichita	29th St N.: Tyler to Ridge	\$2,363,000			\$2,363,000	\$2,363,000
Wichita	37th St. N.: Tyler to Ridge & Bridge West of Ridge	\$4,000,000			\$4,000,000	\$3,448,365
Wichita	Central: Woodlawn to Rock	\$261,036	\$2,866,964		\$3,128,000	\$3,128,000
Wichita	Greenwich: K-96 to 29th St. N.	\$1,200,000			\$1,200,000	\$1,200,000
Wichita	Hillside: Kellogg to Central		\$3,190,000		\$3,190,000	\$3,190,000
Wichita	Pawnee: Palisade to Water	\$1,393,892			\$1,393,892	\$1,393,892
Wichita	Pawnee: Washington to Hydraulic		\$2,160,000		\$2,160,000	\$2,160,000
Wichita	Pawnee: Seneca to Meridian	\$3,600,000			\$3,600,000	\$1,600,000
Wichita	Pawnee: 119th St. to Maize	\$2,750,000			\$2,750,000	\$2,100,000
	Subtotal	\$24,937,406	\$12,630,964	\$2,644,876	\$40,213,246	
	Federal Fund Balance at the end of FY 2006	(\$2,810,174)	\$923,660	(\$157,656)	(\$2,044,170)	20% over programmed
					\$2,088,797	20% Allowed over programming

Proposed 2006-2013 Summary Spreadsheets

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total
FY : 2007	FY 2007 Federal Obligation Authority	\$6,703,199	\$2,647,760	\$1,789,131	\$11,140,090	
Colwich	1st St. Pedestrian/Bicycle Pathway	\$93,667			\$93,667	\$93,667
Park City	Hydraulic: Bridge @ Chisholm Creek			\$380,951	\$380,951	\$380,951
W. Transit	Ride Share Program		\$12,000		\$12,000	\$12,000
W. Transit	Q-Line Shuttle		\$80,000		\$80,000	\$80,000
W. Transit	WSU Basketball Shuttle & Air Show Shuttle		\$32,000		\$32,000	\$32,000
Wichita	Harry: Turnpike to East of Rock	\$1,800,000			\$1,800,000	\$1,700,000
Wichita	29th St N.: 119th St. W. to Maize	\$3,150,000			\$3,150,000	\$3,150,000
Wichita	Intersection: 13th St. N. & Broadway		\$975,000		\$975,000	\$975,000
Wichita	Intersection: 13th St. N. and Mosley		\$900,000		\$900,000	\$900,000
Wichita	Pawnee: 119th St. to Maize	\$1,150,000			\$1,150,000	\$2,100,000
Wichita	21st St. N.: Bridge @ Little Arkansas River			\$650,000	\$650,000	\$550,000
Wichita	Bridge Inspection			\$60,000	\$60,000	\$40,000
Wichita	Oliver: Harry to Kellogg		\$2,500,000		\$2,500,000	\$2,000,000
Wichita	Intersection: Douglas and Oliver		\$1,000,000		\$1,000,000	\$600,000
	<i>Subtotal</i>	\$6,193,667	\$5,499,000	\$1,090,951	\$12,783,618	
	Federal Fund Balance at the end of FY 2007	\$509,532	(\$2,851,240)	\$698,180	(\$1,643,528)	15% over programmed
					\$1,671,014	15% Allowed over programming
FY : 2008	FY 2008 Federal Obligation Authority	\$6,813,448	\$2,647,941	\$1,732,711	\$11,194,100	
Andover	Andover Rd.: Cloud Ave. to Harry	\$2,854,760			\$2,854,760	\$2,854,760
Haysville	71st St. S.: US-81 to KTA Ramp	\$764,516			\$764,516	\$824,780
Wichita	15th St. N.: Bridge @ Drainage Canal			\$170,480	\$170,480	\$500,480
Wichita	Lincoln: Bridge @ Arkansas River			\$325,000	\$325,000	\$325,000
Wichita	21st St. N.: Bridge @ Arkansas River			\$1,400,000	\$1,400,000	\$550,000
Wichita	Hillside: Bridge @ Range Rd.			\$1,000,000	\$1,000,000	\$500,000
Wichita	MacArthur: Meridian to Seneca	\$2,600,000			\$2,600,000	\$2,400,000
Wichita	25th St.N.: Bridge @ Little Arkansas River			\$575,000	\$575,000	\$425,000
Wichita	Intersection: 17th St N. & Hillside	\$440,000	\$1,400,000		\$1,840,000	\$1,400,000
	<i>Subtotal</i>	\$6,659,276	\$1,400,000	\$3,470,480	\$11,529,756	
	Federal Fund Balance at the end of FY 2008	\$154,172	\$1,247,941	(\$1,737,769)	(\$335,656)	3% over programmed
					\$1,119,410	10% Allowed over programming

Proposed 2006-2013 Summary Spreadsheets

OUT YEARS
 ↓
 Jurisdiction

Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total
FY : 2009	FY 2009 Federal Obligation Authority	\$6,923,637	\$2,648,121	\$1,721,958	\$11,293,716
Bel Aire	Woodlawn: 37th St. N. to 45th St. N.	\$3,500,000		\$3,500,000	\$2,710,000
SG/KTA	143rd St. E.: Bridge @ KTA		\$2,480,000	\$2,480,000	\$900,000
Wichita	13th St. N.: 119th St. W. to 135th St. W.	\$1,750,000		\$1,750,000	\$1,750,000
Wichita	Seneca: I-235 to 31st S.		\$1,800,000	\$1,800,000	\$1,800,000
Wichita	Greenwich: Harry to Kellogg		\$2,193,402	\$2,193,402	\$2,600,000
Wichita	Bridge Inspection		\$40,000	\$40,000	\$40,000
	<i>Subtotal</i>	<i>\$5,250,000</i>	<i>\$3,993,402</i>	<i>\$2,520,000</i>	<i>\$11,763,402</i>
	Federal Fund Balance at the end of FY 2009	\$1,673,637	(\$1,345,281)	(\$798,042)	(\$469,686)
				\$564,686	5% Allowed over programming

4% over programmed

FY : 2010	FY 2010 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489
Andover	159th St. E.: North of KTA Bridge to 750' south of 21st St. N.	\$2,928,544			\$2,928,544
Andover	159th St. E.: US-54 to 1/2 mile south	\$397,770			\$397,770
Wichita	Greenwich: Harry to Kellogg		\$406,598		\$406,598
Wichita	Pawnee: I-135 to Hillside	\$1,100,000			\$1,100,000
Wichita	13th St. N.: Hillside to Oliver		\$1,700,000		\$1,700,000
Wichita	135th St. W.: Maple to Central	\$1,600,000			\$1,600,000
Wichita	Grove: Bridge @ Frisco Ditch			\$525,000	\$525,000
Wichita	13th St. N.: Oliver to Woodlawn		\$2,438,577		\$2,438,577
	<i>Subtotal</i>	<i>\$6,026,314</i>	<i>\$4,545,175</i>	<i>\$525,000</i>	<i>\$11,096,489</i>
	Federal Fund Balance at the end of FY 2010	\$840,321	(\$1,921,298)	\$1,080,977	\$0
				\$0	0% Allowed over programming

0% over programmed

Proposed 2006-2013 Summary Spreadsheets

Jurisdiction	Project	STP	CMAQ	BRIDGE	Proposed Total	Current Total
FY : 2011	FY 2011 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489	
Maize	Maize Rd: 45th St. N. to K-96	\$1,318,301	\$1,300,000		\$2,618,301	\$4,140,000
Wichita	13th St. N.: Oliver to Woodlawn		\$161,423		\$161,423	\$2,600,000
Wichita	21st St. N.: Broadway to I-135		\$1,100,000		\$1,100,000	\$1,100,000
Wichita	Central: 135th St. W. to 119th St. W. & Bridge Betw. 119th & 135th St.W.	\$5,600,000			\$5,600,000	\$2,950,000
Wichita	119th St. W.: Kellogg to Maple	\$1,600,000			\$1,600,000	\$1,600,000
	<i>Subtotal</i>	<i>\$8,518,301</i>	<i>\$2,561,423</i>	<i>\$0</i>	<i>\$11,079,724</i>	
	Federal Fund Balance at the end of FY 2010	(\$1,651,666)	\$62,454	\$1,605,977	\$16,765	0% over programmed
					\$0	0% Allowed over programming
FY : 2012	FY 2012 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489	
Maize	Maize Rd: 45th St. N. to K-96	\$1,318,301	\$1,300,000		\$2,618,301	\$4,140,000
Wichita	47th St. S.: Meridian to Seneca	\$2,000,000			\$2,000,000	\$2,000,000
Wichita	Intersection: Zoo/Westdale/I-235		\$115,000		\$115,000	\$115,000
Wichita	Greenwich: Central to 13th St. N.	\$2,000,000			\$2,000,000	\$2,000,000
Wichita	21st St. N.: K-96 to 127th St. E.	\$3,200,000			\$3,200,000	\$3,200,000
Wichita	135th St. W.: Kellogg to Auburn Hill	\$1,000,000			\$1,000,000	\$1,000,000
	<i>Subtotal</i>	<i>\$9,518,301</i>	<i>\$1,415,000</i>	<i>\$0</i>	<i>\$10,933,301</i>	
	Federal Fund Balance at the end of FY 2010	(\$2,651,666)	\$1,208,877	\$1,605,977	\$163,188	1% under programmed
					\$0	0% Allowed over programming
FY : 2013	FY 2012 Federal Obligation Authority	\$6,866,635	\$2,623,877	\$1,605,977	\$11,096,489	
Wichita	Harry: Greenwich to 143rd St. E.	\$2,200,000			\$2,200,000	\$2,200,000
Wichita	Pawnee: Webb to Greenwich	\$2,200,000			\$2,200,000	\$2,200,000
Wichita	135th St. W.: 13th St. N. to 21st St. N.	\$2,325,000			\$2,325,000	\$2,325,000
	<i>Subtotal</i>	<i>\$6,725,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$6,725,000</i>	
	Federal Fund Balance at the end of FY 2010	\$141,635	\$2,623,877	\$1,605,977	\$4,371,489	39% under programmed
					\$0	0% Allowed over programming

Only Federal STP/CMAQ/BR amount for the project is shown here.

P r o p o s e d
2 0 0 6
TRANSPORTATION
IMPROVEMENT
PROGRAM

Wichita **A**rea **M**etropolitan **P**lanning **O**rganization

Adopted November 17, 2005

Amended January 19, 2006

Amended March 16, 2006

Amended April 20, 2006

Proposed Amendment August 17, 2006

2006 Transportation Improvement Program
Wichita **A**rea **M**etropolitan **P**lanning **O**rganization
(WAMPO)

Prepared with assistance from US Department of
Transportation, Kansas Department of Transportation, Wichita
Transit, and WAMPO communities

Adopted November 17, 2005
Amended January 19, 2006
Amended March 16, 2006
Amended April 20, 2006
Proposed Amendment August 17, 2006

Funds for the preparation of this report have been provided by the Federal Highway
Administration, the Federal Transit Administration, and the Kansas Department of
Transportation.

TABLE OF CONTENTS

Introduction.....	1
Air Quality.....	1
Public Involvement Process	1
Project Selection Process.....	2
Americans with Disabilities Act.....	2
TIP Policy	2
<i>TIP Development Process.....</i>	<i>2</i>
<i>TIP Amendment.....</i>	<i>2</i>
<i>TIP Revision.....</i>	<i>2</i>
2004-2005 Project Status	2
Financial Summary.....	8
<i>Available Funding.....</i>	<i>9</i>
<i>Programmed Funding</i>	<i>10</i>
Environmental Justice Analysis.....	11
<i>Background.....</i>	<i>11</i>
<i>Analysis Process</i>	<i>11</i>
<i>Benefit Analysis.....</i>	<i>11</i>
<i>Transit Programs</i>	<i>12</i>
<i>Conclusion</i>	<i>12</i>
List of 2006-2010 Projects	WR-1
<i>Wichita Road.....</i>	<i>WR-1</i>
<i>Wichita Intersection</i>	<i>WI-1</i>
<i>Wichita Bridge</i>	<i>WB-1</i>
<i>Sedgwick County Road</i>	<i>SR-1</i>
<i>Sedgwick County Bridge.....</i>	<i>SB-1</i>
<i>Kansas Department of Transportation</i>	<i>KD-1</i>
<i>Metropolitan Community.....</i>	<i>MC-1</i>
<i>Wichita Transit.....</i>	<i>WT-1</i>
Appendix A.....	A-1
<i>Abbreviations</i>	<i>A-1</i>
Appendix B	A-2
<i>Public Involvement 2006 TIP.....</i>	<i>A-2</i>
Appendix C.....	A-4
<i>Project Selection Criteria - Sample</i>	<i>A-4</i>
Appendix D.....	A-5
<i>Environmental Justice Project Map.....</i>	<i>A-5</i>
Appendix E	A-6
<i>Environmental Justice Transit Project Map</i>	<i>A-6</i>
Appendix F	A-7
<i>2006 TIP Project Maps.....</i>	<i>A-7</i>

Introduction

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA–LU) is the most recent law establishing federal transportation policy and funding authorizations. Under this legislation, part of the Wichita Area Metropolitan Planning Organization's (WAMPO's) responsibilities include preparation of the regional Transportation Improvement Program (TIP). This document is a cooperative effort between the State of Kansas, Federal Highway Administration, Federal Transit Administration, Wichita Transit, and the WAMPO.

The WAMPO planning area encompasses approximately 1,036 square miles, with a population of an estimated 461,000 and includes over twenty metropolitan communities. The City of Wichita comprises over 70% of the population. Other major population densities are Derby, Haysville, Park City, Valley Center, and Bel Aire.

Every two years WAMPO prepares a TIP to outline federal and state transportation expenditures in the WAMPO area. The TIP provides a general description of projects and programs, their funding sources, sponsors, and general timetable. Appendix A is a listing of abbreviations used in the TIP document.

The WAMPO TIP is a five (5) year document. The first three years of the TIP must be fiscally constrained and are incorporated into the State Transportation Improvement Program (STIP). Regionally significant transportation projects should be included in the TIP. Projects in the TIP must be drawn from, or be consistent with, the Long-Range Transportation Plan (LRTP) and the Transit Development Plan (TDP). Public participation, project selection, and prioritization. The additional two (2) years provides agencies the opportunity to plan projects and move projects when changes in funding occur.

The TIP has three sections:

1. A narrative that provides general information about the WAMPO, outlines the TIP development and amendment process, reports the status of projects programmed in previous Federal Fiscal Years (FFY2004 and 2005), a financial summary, and an overview of environmental justice in the planning area.
2. A detailed 2006 to 2010 project listing consists of all federally and state funded programmed projects in the planning area. Project listings are broken into categories, first the sponsoring community then the type of project. Cost estimates and the year of implementation are identified. Regionally significant projects are also included.
3. An Appendices that includes the abbreviations used in the document, the public involvement activities in the development of this TIP, maps corresponding to projects indicating the location, and maps of the environmental justice area and corresponding projects.

Air Quality

The Clean Air Act Amendments of 1990 have significantly impacted transportation activities. The impacts include a conformity analysis on all transportation programs, including the TIP. The WAMPO planning area is currently listed as "Attainment" in all categories.

Public Involvement Process

The Policy Body for the WAMPO adopted a Public Involvement Policy on February 10, 2005. This Policy outlines the need for review of the project submissions by a Technical Advisory Committee who then recommends action to the Policy Body. At a minimum the public must have 14 days to review and comment on the proposed TIP. To review the complete Public Involvement Policy please go to our website at:

<http://www.wichita.gov/CityOffices/Planning/Transportation/Documents/PublicInvolvementPolicy.htm>

Specifics of the activities in the development of the 2006 TIP can be found in Appendix B.

Project Selection Process

The 2006 TIP projects were reviewed and a general set of project criteria were applied to aid in the review of the projects. The criteria used to rank the projects included items such as; accident rates, traffic counts, road volumes compared with designed capacity, and congestion. A sample of the project selection criteria can be found in Appendix C.

Americans with Disabilities Act

All projects considered for funding, regardless of the source, will include provisions for meeting the needs of the disabled. The WAMPO, Kansas Department of Transportation, and Wichita Transit continue their efforts to identify and aid the disabled in their mobility needs.

TIP Policy

Currently the WAMPO does not have a written TIP Policy to address development, amendment, or revision processes. In lieu of an adopted Policy, the WAMPO will, and has, used precedent to guide process decisions.

TIP Development Process

The WAMPO, as a part of its short range planning activities, develops a TIP every two years. Legislation requires the TIP be a three year, fiscally constrained, list of federally funded projects. Two additional years are included to provide flexibility in programming and to allow agencies additional planning time. When developing a new TIP, the WAMPO does a "Call for Projects" from the planning area. Agencies are required to provide information such as eligible costs (construction and construction engineering), local matching funding, and other information that aids the staff with eligibility and priority decisions.

TIP Amendment

In order to respond to the changing needs of the planning area, the TIP provides opportunities to amend the current TIP. An amendment to the TIP can be an addition of one or more projects, an update to project information (federal or local share/Year of letting/scope of the project/category of federal funds), or removal of a project. An outline of the TIP amendment process is as follows.

- Any community or agency in the WAMPO planning boundary makes a request for an amendment.
- The WAMPO Staff presents this information to the TAC.
- The TAC makes a recommendation to the WAMPO Policy Body.
- The recommendation is made available to the public through a Public Comment/Review.
- The WAMPO Policy Body holds a Public Hearing before making a decision.
- If the Policy Body decision is different from the TAC recommendation, the decision may require a second Public Comment/Review period and Public Hearing before adoption.

TIP Revision

The WAMPO Staff is working in consultation with the FHWA, KDOT, Wichita Transit, and Communities in the WAMPO planning area to develop a TIP Revision Policy as part of the overall TIP Policy.

2004-2005 Project Status

Projects from the previous TIP, per 23 CFR 450.324(n)(2), must be listed. Status must be shown, and if significant delays these must be identified. The following is a listing of projects from the previous TIP for FFY's 2004 and 2005. The Project # corresponds to the number shown in the 2004 TIP, followed by a description of the project, the year programmed, estimated cost of the project and the status of the project at the beginning of the 2006 TIP.

Project Status

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2004-2005

Table 1

WICHITA

FY	Proj#	Location	Funding	Cost	Status
2004	B-8	21ST ST N AT ST. FRANCIS	F-BR/LOC	675	Under Construction
2004	I-12	INTERSECTION MCLEAN & HARRY	F-CMAQ/LOC	908	Completed
2004	R-94	ROCK RD 21ST ST N TO 29TH ST N	F-CMAQ/LOC	2,570	Completed
2004	R-1	119TH ST W 17TH ST N TO 21ST ST N	F-STP/LOC	1,125	Completed
2004	B-2	13TH ST N AT COWSKIN CREEK	F-STP/LOC	3,120	Under Construction
2004	R-27	29TH ST N MAIZE RD TO TYLER	F-STP/LOC	3,550	Under Construction
2004	R-58	HYDRAULIC 47TH ST S TO 57TH ST S	F-STP/LOC	3,800	Under Construction
2004	I-11	INTERSECTION MCLEAN & LINCOLN	F-STP/LOC	810	Completed
2005	R-2	HIGHWAY-RAIL GRADE SEPERATION DOUGLAS TO 17TH ST N	F/LOC	11,200	Under Construction
2005	B-15	BRIDGES VARIOUS	F-BR	40	Req. for app. from KDOT
2005	B-33	9TH ST N AT WESTLINK	F-BR/LOC	270	Completed
2005	I-18	INTERSECTION TYLER & YOSEMITE	F-STP/LOC	530	Under Construction
2005	R-79	MERIDIAN 31ST ST S TO PAWNEE	F-STP/LOC	3,809	Under Construction

Table 2

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2004-2005

KDOT PROJECTS

FY	Proj#	Location	Funding	Cost	Status
2004	K-37	WICHITA METRO AREA VARIOUS	F-CMAQ/OTHER	329	Done
2004	K-39	WICHITA METRO AREA VARIOUS	F-SECTION 157	62	Done
2004	K-38	WICHITA METRO AREA VARIOUS	F-SECTION 163	11	Done
2004	K-7	BNSF/UP/K&O VARIOUS LOCATION ALONG BNSF/UP/KNO RAILWAYS	F-STP	750	Closed-Do
2004	K-40	WICHITA METRO AREA VARIOUS RR CROSSING	F-STP	500	Done
2004	K-9	BUCKNER ST (DERBY) 63RD TO 71ST ST S; EAST ON MEADOWLARK	F-TE/LOC	807	Let 06/16/2
2004	K-19	K-96 BIKE PATH OLIVER TO GROVE PARK IN WICHITA	F-TE/LOC	466	Let 11/21/2
2004	K-20	KS AVIATION MUSEUM McCONNELL AFB	F-TE/STP	1,180	Let 07/23/2
2004	K-2	127TH ST E 127TH BR 260 OVER KTA, .16 KM NE JCT US-54	K	6	Let 02/16/2
2004	K-35	US-54 (KELLOGG) US 54 IN GODDARD	K/SC	215	Let 04/07/2
2005	K-37	WICHITA METRO AREA VARIOUS	F-CMAQ/OTHER	342	Done
2005		WICHITA METRO AREA VARIOUS	F-SECTION 157	70	Done
2005	K-38	WICHITA METRO AREA VARIOUS	F-SECTION 163	6	Done
2005	K-38	WICHITA METRO AREA VARIOUS	F-SECTION 163	11	Done
2005	K-7	BNSF/UP/K&O VARIOUS LOCATION ALONG BNSF/UP/KNO RAILWAYS	F-STP	750	Closed-Do
2005	K-40	WICHITA METRO AREA VARIOUS RR CROSSING	F-STP	700	Done
2005	K-6	ARKANSAS RIVER 2 PEDESTRIAN BRIDGES OVER ARK RIVER	F-TE(TCSP)/LOC	5,419	Let 04/01/2
2005	K-2	127TH ST E 127TH BR 260 OVER KTA, .16 KM NE JCT US-54	K	601	Let 02/16/2

Table 3

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2004-2005**METROPOLITAN COMMUNITY**

FY	Proj#	Location	Funding	Cost	Status
2004	MC-1	INTERSECTION KELLOGG & ANDOVER RD	F-STP/K/LOC	4,519	Completed

Table 4

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2004-2005
SEDGWICK COUNTY

FY	Proj#	Location	Funding	Cost	Status
2004	B-348	167TH ST W 77TH ST N & 85TH ST N	LOC	300	Complete
2004	B-364	327TH ST W 15TH ST S & 23RD ST S	LOC	400	Complete
2004	B-365	327TH ST W 47TH ST S & 55TH ST S	LOC	250	Complete
2004	B-392	47TH ST S HYDRAULIC & HILLSIDE	LOC	300	Complete
2004	B-333	87TH ST S 343RD ST W & 359TH ST W	LOC	200	Complete
2004	R-252	CENTRAL AVE 143RD ST E & 159TH ST E	LOC	3,700	Complete
2004	R-278	S.C. ZOO PARKING LOT A AND B	LOC	1,400	Complete
2004	B-360	TYLER RD 39TH ST S & 47TH ST S	LOC	225	Complete
2005	R-293	111TH ST S ROCK RD & WEBB RD	LOC	1,200	15%
2005	R-255	125TH ST N MERIDIAN & BROADWAY	LOC	2,000	Let 2/14/06
2005	R-239	13TH ST N 119TH ST W & 135TH ST W	LOC	300	Cash contri
2005	R-270	279TH ST W K-96 & HARVEY COUNTY LINE	LOC	750	Complete
2005	B-410	45TH ST N 167TH ST W & 183RD ST W	LOC	470	Complete
2005	B-412	4TH ST N 167TH ST W & 183RD ST W	LOC	145	Complete
2005	B-411	4TH ST N 167TH ST W & 183RD ST W	LOC	100	Complete
2005	B-409	53RD ST N 167TH ST W & 183RD ST W	LOC	500	98%
2005	R-237	63RD ST S BUCKNER TO ROCK RD	LOC	3,000	92%
2005	B-379	HYDRAULIC 63RD ST S & 71ST S	LOC	250	Complete
2005	R-272	ROCK RD WICHITA NCL & K-254	LOC	300	Dropped: A

Table 5

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2004-2005
WICHITA TRANSIT

FY	Proj#	Description	Funding	Cost	Status
2004	WT-35	ADA USER AIDS OPERATING	F-5307	50	On-going
2004	WT-38	FTA TRAINING/TRAVEL OTHER	F-5307	17	Complete
2004	WT-41	ITS PROJECT OPERATIONS	F-5309	1,900	On-going
2004	WT-40	MAINTAIN EXISTING ADA SERVICE LEVELS OPERATING	F-5307	500	Complete
2004	WT-39	MAINTAIN EXISTING SERVICE LEVELS PLANNING	F-5307	803	On-going
2004	WT-37	MAINTAIN PREVENTIVE MAINTENANCE LEVELS EQUIPMENT	F-5307	1,996	On-going
2004	WT-42	MAINTENANCE REGIONAL MAINTENANCE	F-5309	2,100	To be Completed in 2007
2004	WT-44	MINI TRANSFER STATIONS (2) SHELTER & INFO CENTER	F-5309	500	Moved to 2007
2004	WT-36	MISC EQUIPMENT MAINTENANCE EQUIPMENT	F-5307	30	On-going
2004	WT-34	MOBILITY PLANNING -ADA RE CERTIF., ENVIR. BARRIER	F-3037	406	On-going
2004	WT-46	PURCHASE VANS (8) FOR VAN POOL VAN POOL PROGRAM	F-5309	240	On-going
2004	WT-43	SAFETY/SECURITY PERSONNEL, MATERIAL, TRAINING	HOMELAND	576	On-going
2004	WT-45	TOC & TC IMPROVEMENTS ENHANCEMENTS	F-5307	30	On-going
2005	WT-32	AIR SHOW SHUTTLE NEW SERVICE	F-CMAQ	20	On-going
2005	WT-33	Q-LINE SHUTTLE NEW SERVICE	F-CMAQ	100	On-going
2005	WT-31	RIDESHARE PROGRAM RIDESHARE PROGRAM	F-CMAQ	40	On-going
2005	WT-30	WSU BASKETBALL SHUTTLE NEW SERVICE	F-CMAQ	20	On-going

Financial Summary

Previous legislation required TIPs “include a financial plan that demonstrates how the TIP can be implemented, indicates revenue from public and private sources that are reasonably expected to be available to carry out the TIP, and recommends any innovative financing techniques to finance needed projects and programs. At this time these planning regulations are still in effect. As outlined in 23 CFR 450.324(e):

“The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources and which projects are to be implemented using proposed sources (while the existing transportation system is being adequately operated and maintained).”

This section estimates the amount of obligation authority expected to be available and compares it to the costs identified by the programmed projects in the 2006 TIP. The obligation authority estimates have been supplied by the Kansas Department of Transportation (KDOT), while other funding information was supplied by Wichita Transit, and local governments. It is important to note that these are estimates and are subject to legislative and economic circumstances.

The following tables show available funding (Table 6) in the planning area, and the corresponding programmed funds (Table 7) for 2006 through 2010.

Available Funding: Table 6

Summary of Federal Funds Available:

Metropolitan Urban Federal:

FY		STP	Bridge	CMAQ	Total
	Obligation Authority Balance from Prior years	\$ 15,309,005	\$ 1,362,693	\$ 11,053,394	\$ 27,725,092
2006	Obligation Authority Estimate	\$ 6,818,227	\$ 1,124,527	\$ 2,501,230	\$ 10,443,984
2007	Obligation Authority Estimate	\$ 6,703,199	\$ 1,789,131	\$ 2,647,760	\$ 11,140,090
2008	Obligation Authority Estimate	\$ 6,813,448	\$ 1,732,711	\$ 2,647,941	\$ 11,194,100
2009	Obligation Authority Estimate	\$ 6,923,637	\$ 1,721,958	\$ 2,648,121	\$ 11,293,716
2010	Obligation Authority Estimate	\$ 6,866,635	\$ 1,605,977	\$ 2,623,877	\$ 11,096,489
2006 - 2010 Total of Obligation Authority Estimate		\$ 49,434,151	\$ 9,336,997	\$ 24,122,323	\$ 82,893,471

Other Federal:

FY		TE	HES/HSIP	Other	Total
2006	Federal Funds Awarded	\$ 4,335,000	\$ 1,631,000	\$ 55,916,000	\$ 61,882,000
2007	Federal Funds Awarded	\$ 2,830,000	\$ 3,143,000	\$ 12,486,000	\$ 18,459,000
2008	Federal Funds Awarded	\$ -	\$ 3,000,000	\$ 10,199,000	\$ 13,199,000
2009	Federal Funds Awarded	\$ -	\$ -	\$ 40,725,000	\$ 40,725,000
2010	Federal Funds Awarded	\$ -	\$ -	\$ 5,168,000	\$ 5,168,000
2006 - 2010 Total of Other Federal Funds Available		\$ 7,165,000	\$ 7,774,000	\$ 124,494,000	\$ 139,433,000

2006 - 2010 Total of Federal Funds Available	\$ 222,326,471
---	-----------------------

Summary of State Funds Available:

FY		Total
2006	State Funds Awarded/Contributed	\$ 61,758,000
2007	State Funds Awarded/Contributed	\$ 2,573,000
2008	State Funds Awarded/Contributed	\$ 1,455,000
2009	State Funds Awarded/Contributed	\$ 2,470,000
2010	State Funds Awarded/Contributed	\$ -

2006 - 2010 Total of State Funds Available	\$ 68,256,000
---	----------------------

Summary of Local Funds Available:

FY		Total
2006	Local Funds Contributed	\$ 79,376,000
2007	Local Funds Contributed	\$ 21,728,000
2008	Local Funds Contributed	\$ 22,766,000
2009	Local Funds Contributed	\$ 27,125,000
2010	Local Funds Contributed	\$ 24,993,000

2006 - 2010 Total of Local Funds Available	\$ 175,988,000
---	-----------------------

Summary of Funds Available:

2006 - 2010 Total of Federal Funds Available	\$ 222,326,471
2006 - 2010 Total of State Funds Available	\$ 68,256,000
2006 - 2010 Total of Local Funds Available	\$ 175,988,000

2006 - 2010 Total Funds Available	\$ 466,570,471
--	-----------------------

Federal-Other: Includes all other federal funding sources (Earmarks, STP County, BR County, IM, NCPD, IMD, 5307, 3037, 5309, 5310, Section 157/163). For acronyms please refer abbreviations on page 2.

Obligation Authority Estimates provided by KDOT

Programmed Funding: Table 7

Summary of Federal Funds Programmed:

Metropolitan Urban Federal:

FY		STP	Bridge	CMAQ	Total
2006	Funds Programmed for Projects	\$ 24,937,406	\$ 2,644,876	\$ 12,630,964	\$ 40,213,246
2007	Funds Programmed for Projects	\$ 6,193,667	\$ 1,090,951	\$ 5,499,000	\$ 12,783,618
2008	Funds Programmed for Projects	\$ 6,659,276	\$ 3,470,480	\$ 1,400,000	\$ 11,529,756
2009	Funds Programmed for Projects	\$ 5,250,000	\$ 2,520,000	\$ 3,993,402	\$ 11,763,402
2010	Funds Programmed for Projects	\$ 6,026,314	\$ 525,000	\$ 4,545,175	\$ 11,096,489
2006 - 2010 Total of Funds Programmed for Projects		\$ 49,066,663	\$ 10,251,307	\$ 28,068,541	\$ 87,386,511

Other Federal:

FY		TE	HES/HSIP	Other	Total
2006	Funds Programmed for Projects	\$ 4,335,000	\$ 1,631,000	\$ 55,916,000	\$ 61,882,000
2007	Funds Programmed for Projects	\$ 2,830,000	\$ 3,143,000	\$ 12,486,000	\$ 18,459,000
2008	Funds Programmed for Projects	\$ -	\$ 3,000,000	\$ 10,199,000	\$ 13,199,000
2009	Funds Programmed for Projects	\$ -	\$ -	\$ 40,725,000	\$ 40,725,000
2010	Funds Programmed for Projects	\$ -	\$ -	\$ 5,168,000	\$ 5,168,000
2006 - 2010 Total of Other Federal Funds Programmed		\$ 7,165,000	\$ 7,774,000	\$ 124,494,000	\$ 139,433,000

2006 - 2010 Total of Federal Funds Programmed	\$ 226,819,511
** 2006 - 2010 Total of Federal Funds Available	\$ 222,326,471

Summary of State Funds Programmed:

FY		Total
2006	Funds Programmed for Projects	\$ 61,758,000
2007	Funds Programmed for Projects	\$ 2,573,000
2008	Funds Programmed for Projects	\$ 1,455,000
2009	Funds Programmed for Projects	\$ 2,470,000
2010	Funds Programmed for Projects	\$ -

2006 - 2010 Total of State Funds Programmed	\$ 68,256,000
** 2006 - 2010 Total of State Funds Available	\$ 68,256,000

Summary of Local Funds Programmed:

FY		Total
2006	Local Funds Programmed	\$ 79,376,000
2007	Local Funds Programmed	\$ 21,728,000
2008	Local Funds Programmed	\$ 22,766,000
2009	Local Funds Programmed	\$ 27,125,000
2010	Local Funds Programmed	\$ 24,993,000

2006 - 2010 Total of Local Funds Programmed	\$ 175,988,000
** 2006 - 2010 Total of Local Funds Available	\$ 175,988,000

Summary of Funds Programmed:

2006 - 2010 Total of Federal Funds Programmed	\$ 226,819,511
2006 - 2010 Total of State Funds Programmed	\$ 68,256,000
2006 - 2010 Total of Local Funds Programmed	\$ 175,988,000

2006 - 2010 Total of All Funds Programmed	\$ 471,063,511
** 2006 - 2010 Total Funds Available	\$ 466,570,471
2006-2010 Under/Over Programming	\$ (4,493,040)

Federal-Other: Includes all other federal funding sources (Earmarks, STP County, BR County, IM, NCPD, IMD, 5307, 3037, 5309, 5310, Section 157/163). For acronyms please refer abbreviations on page 2.

**** Refer the corresponding line items on previous page**

If No Change in Project Totals

Environmental Justice Analysis

Background

In 1994 Presidential Executive Order 12898 mandated that every federal agency analyze and address the effects of all programs on minority and low-income populations. This is Environmental Justice (EJ).

The intent of EJ is to:

- Avoid, minimize, or mitigate disproportionately high and adverse effects.
- Ensure fair and full participation in the decision making process.
- Prevent denial, reduction, or delay in receipt of benefits.

In order to address the EJ, information is published in local papers such as Tiempo and the Big Voice whenever possible. These papers are not published weekly therefore publishing schedules can sometimes be problematic. Electronic versions of documents are available through the website at:

<http://wichita.gov/CityOffices/Planning/Transportation/>

Information on accessing the electronic versions is provided in the newspaper ads and libraries provide free computer access to the public. Hardcopies of all documents are also available at the WAMPO office for public review. This is also stated in newspaper ads and on the website.

To review the complete Public Involvement Policy please go to our website at:

<http://www.wichita.gov/CityOffices/Planning/Transportation/Documents/PublicInvolvementPolicy.htm>

Analysis Process

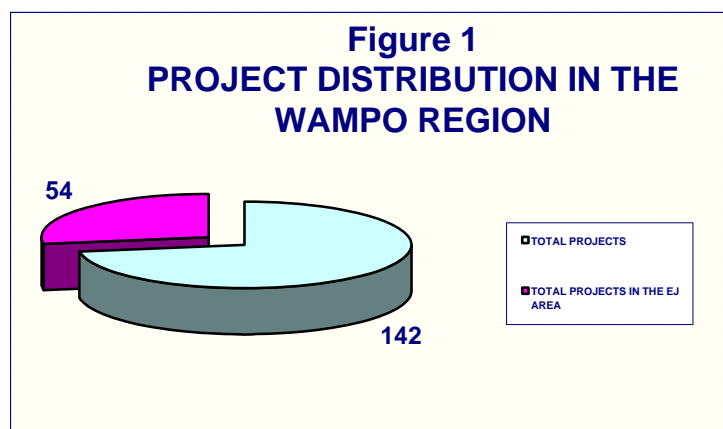
In order to consider the effects of the projects in the 2006 Transportation Improvement Program on effected EJ communities, it was necessary to determine where minority and low-income areas are in the planning area. An analysis was done using 2000 Census data at the census tract level. Tracts having higher than average proportion of low-income and higher than average minority population are identified as EJ areas. (Appendix D) The EJ area houses 44% of the region's population. A higher than average proportion of low-income population means that the population of that census tract was higher than the mean of census tracts within the WAMPO region, the area of interest for the MPO. Low-income means at or below the poverty level as identified by census data, and determined by the Department of Health and Human Services for 2005.

Benefit Analysis

All projects in the 2006 TIP were analyzed in relation to the identified locations of minority population and low-income populations. A total of 142 projects, at an estimated amount of nearly \$380 million dollars, are programmed in the 2006 TIP for the entire planning area. Out of this total, 54 projects at an estimated \$153 million dollars are in the EJ areas. Thus, 40% of the total regional programmed funds are in the EJ area. Figure 1 shows the total projects in planning area in comparison to those in the EJ area.

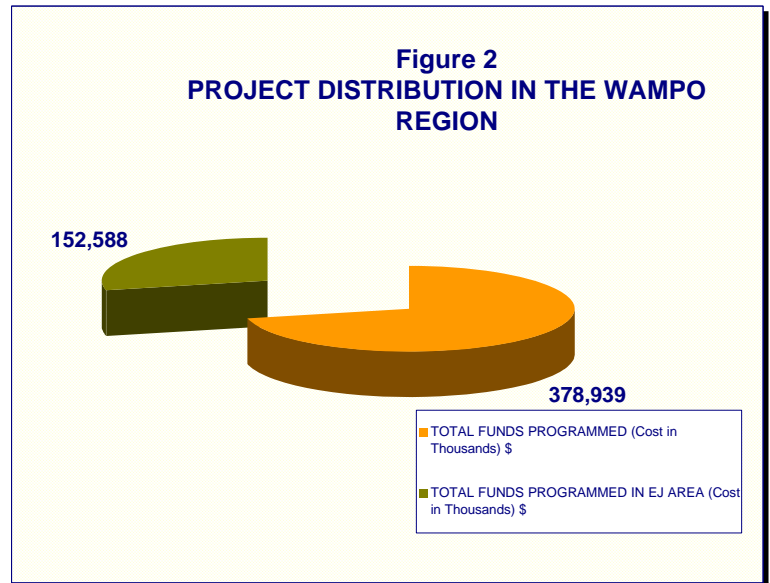
Looking at transportation investment per capita provides another view of the distribution of

impacts and benefits. Transportation investment per capita is calculated using the total cost of projects in an area and dividing that by the number of people living in that area. The transportation investment per capita in the EJ area is \$721 dollars per person, which is just 15% less than the transportation investment per capita for the Non-EJ area. Figure 2 shows the breakdown of dollars programmed for the EJ area in comparison to the overall total programmed for the planning area.



Transit Programs

The fixed transit routes in the WAMPO planning area are shown in Appendix E, Map. Note that all transit investments are not illustrated on the maps since many transit projects cannot be geographically referenced (operational and maintenance type projects like, new equipment purchases, transportation for elderly and persons with disabilities, passenger amenities). For the purpose of analysis, it is assumed that transit will attract potential riders residing within a quarter mile area of a fixed transit route. Currently available fixed transit route serves, 48% of the minority population census tracts, and 54% of the low-income population census tracts. Benefits, as measured by transit access, are concentrated in the census tracts with the low-income and minority populations, as this area has a greater availability than the non-EJ area for fix route transit services.



Conclusion

The analysis of the transportation investment indicates that the minority and low-income population are receiving fair benefits from the programmed transportation and transit projects, and there is no disproportionately adverse impact on the protected population.

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	W-R	R-23	N-0190-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	21ST ST N			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	OLIVER TO WOODLAWN			<u>Const</u>	900	0	450	1,350
		<u>Funding:</u>	F-STP/LOC			<u>Total</u>	900	0	450	1,350
		<u>Work:</u>	WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-30	N-0306-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	29TH ST N			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	TYLER TO RIDGE RD			<u>Const</u>	2,363	0	785	3,148
		<u>Funding:</u>	F-STP/LOC			<u>Total</u>	2,363	0	785	3,148
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-32			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	37TH ST N			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	TYLER TO RIDGE			<u>Const</u>	4,000	0	1,200	5,200
		<u>Funding:</u>	F-STP/LOC			<u>Total</u>	4,000	0	1,200	5,200
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	Includes 37th Street Bridge west of Ridge							
2006	SG	W-R	R-40	N-0135-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	CENTRAL AVE			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	OLIVER TO WOODLAWN			<u>Const</u>	2,760	0	2,350	5,110
		<u>Funding:</u>	F-(CMAQ/STP)/LOC			<u>Total</u>	2,760	0	2,350	5,110
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	Includes Central Bridge at Brookside							
2006	SG	W-R	R-42	N-0251-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	CENTRAL AVE			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	WOODLAWN TO ROCK RD			<u>Const</u>	3,128	0	1,240	4,368
		<u>Funding:</u>	F-(STP/CMAQ)/LOC			<u>Total</u>	3,128	0	1,240	4,368
		<u>Work:</u>	CONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	Includes Central Bridge at West Branch Gypsum Creek							
2006	SG	W-R	R-114	N-0160-01	2	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	ELEVATED RAIL CORRIDOR			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	DOUGLAS AVE. TO 17TH ST N			<u>Const</u>	775	0	194	969
		<u>Funding:</u>	F-TCSP/LOC			<u>Total</u>	775	0	194	969
		<u>Work:</u>	GRADE SEPERATION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	FHWA Headquarters HEPP Designation 06KS001							

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	W-R	R-46		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	GREENWICH		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	13TH ST N TO 26TH ST N		<u>Const</u>	4,000	0	2,000	6,000	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	4,000	0	2,000	6,000	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-48		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	GREENWICH		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	K-96 TO 29TH ST N		<u>Const</u>	1,200	0	500	1,700	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	1,200	0	500	1,700	
		<u>Work:</u>								
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-52		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	HARRY		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	K-42 TO MERIDIAN		<u>Const</u>	0	0	950	950	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	950	950	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-55	N-0226-01	<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	HILLSIDE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	KELLOGG TO CENTRAL AVE		<u>Const</u>	3,190	0	2,350	5,540	
		<u>Funding:</u>	F-CMAQ/LOC		<u>Total</u>	3,190	0	2,350	5,540	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-78		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	MC CORMICK		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	K-42 TO SHERIDAN		<u>Const</u>	0	0	1,200	1,200	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	1,200	1,200	
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-88-1		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	PAWNEE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	119TH ST W TO MAIZE RD		<u>Const</u>	2,750	0	700	3,450	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	2,750	0	700	3,450	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	W-R	R-90	N-0372-01	0.97	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	PAWNEE			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	SENECA TO MERIDIAN			<u>Const</u>	3,600	0	1,200	4,800
		<u>Funding:</u>	F-STP/LOC			<u>Total</u>	3,600	0	1,200	4,800
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-91	N-0235-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	PAWNEE			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	WASHINGTON TO HYDRAULIC			<u>Const</u>	2,160	0	1,000	3,160
		<u>Funding:</u>	F-CMAQ/LOC			<u>Total</u>	2,160	0	1,000	3,160
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-92	N-0237-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	PAWNEE			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	PALISADE TO WATER			<u>Const</u>	1,394	0	500	1,894
		<u>Funding:</u>	F-STP/LOC			<u>Total</u>	1,394	0	500	1,894
		<u>Work:</u>	RESURFACING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-95	N-0243-01		<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	SENECA			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	I-235 TO 31ST ST S			<u>Const</u>	0	0	1,600	1,600
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	1,600	1,600
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	W-R	R-101			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	WEST ST			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	MAPLE TO CENTRAL			<u>Const</u>	0	0	2,000	2,000
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	2,000	2,000
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	W-R	R-25			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	29TH ST N			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	119TH ST W TO MAIZE			<u>Const</u>	3,150	0	850	4,000
		<u>Funding:</u>	F-STP/GO			<u>Total</u>	3,150	0	850	4,000
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	W-R	R-54		Eng.	0	0	0	0	04-07
					R/W	0	0	0	0	
					Const	2,600	0	889	3,489	
					Total	2,600	0	889	3,489	
					Route:	HARRY				
					Loc:	TURNPIKE TO E. OF ROCK RD				
					Funding:	F-STP/HES/LOC				
					Work:	WIDEN				
					Phase:	CONSTRUCTION				
					Comments	Federal (STP=\$1,800,000 HES=\$800,000) HES for Intersection:Harry&Rock				
2007	SG	W-R	R-64		Eng.	0	0	0	0	
					R/W	0	0	0	0	
					Const	0	0	10,300	10,300	
					Total	0	0	10,300	10,300	
					Route:	KELLOGG				
					Loc:	ROCK RD				
					Funding:	LOC				
					Work:	CONSTRUCTION				
					Phase:	CONSTRUCTION				
					Comments					
2007	SG	W-R	R-86		Eng.	0	0	0	0	01-07
					R/W	0	0	0	0	
					Const	3,100	0	1,022	4,122	
					Total	3,100	0	1,022	4,122	
					Route:	OLIVER				
					Loc:	HARRY TO KELLOGG				
					Funding:	F-CMAQ/HES/LOC				
					Work:	RECONSTRUCTION & WIDEN				
					Phase:	CONSTRUCTION				
					Comments	Federal (CMAQ=\$2,500,000 HES=\$600,000) HES for Intersection:Harry&Oliver				
2007	SG	W-R	R-88-2		Eng.	0	0	0	0	
					R/W	0	0	0	0	
					Const	1,150	0	400	1,550	
					Total	1,150	0	400	1,550	
					Route:	PAWNEE				
					Loc:	119TH ST W TO MAIZE RD				
					Funding:	F-STP/LOC				
					Work:	RECONSTRUCTION & WIDEN				
					Phase:	CONSTRUCTION				
					Comments					
2008	SG	W-R	R-109		Eng.	0	0	0	0	
					R/W	0	0	0	0	
					Const	0	0	2,500	2,500	
					Total	0	0	2,500	2,500	
					Route:	13TH ST N				
					Loc:	I-135 TO HILLSIDE				
					Funding:	LOC				
					Work:					
					Phase:	CONSTRUCTION				
					Comments					
2008	SG	W-R	R-69	N-0347-01	1	Eng.	0	0	45	45 01-07
					R/W	0	0	0	0	
					Const	3,000	0	1,200	4,200	
					Total	3,000	0	1,245	4,245	
					Route:	MAC ARTHUR				
					Loc:	MERIDIAN TO SENECA				
					Funding:	F-STP/HES/LOC				
					Work:	RECONSTRUCTION & WIDEN				
					Phase:	CONSTRUCTION				
					Comments	Federal (STP=\$2,600,000 HES=\$400,000) HES for Intersection:Meridian&MacArthur				

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2008	SG	W-R	R-80		<u>Eng.</u>	0	0	0	0	
					<u>R/W</u>	0	0	0	0	
					<u>Const</u>	0	0	2,700	2,700	
					<u>Total</u>	0	0	2,700	2,700	
					<u>Route:</u>					
					<u>Loc:</u>					
					<u>Funding:</u>					
					<u>Work:</u>					
					<u>Phase:</u>					
					<u>Comments</u>					

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2009-2010

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	W-R	R-12		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	13TH ST N		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	119TH ST W TO 135TH ST W		<u>Const</u>	1,750	0	650	2,400	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	1,750	0	650	2,400	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	W-R	R-49-1		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	GREENWICH		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	HARRY TO KELLOGG		<u>Const</u>	2,193	0	1,200	3,393	
		<u>Funding:</u>	F-CMAQ/LOC		<u>Total</u>	2,193	0	1,200	3,393	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	W-R	R-80		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	MERIDIAN		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	47TH ST S TO I-235		<u>Const</u>	0	0	4,500	4,500	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	4,500	4,500	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	W-R	R-82		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	MERIDIAN		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	PAWNEE TO ORIENT		<u>Const</u>	0	0	3,000	3,000	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	3,000	3,000	
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	W-R	R-113		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	MT. VERNON		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	BROADWAY TO ARK RIVER		<u>Const</u>	0	0	850	850	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	850	850	
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	W-R	R-95	N-0243-01	<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	SENECA		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	I-235 TO 31ST ST S		<u>Const</u>	1,800	0	1,800	3,600	
		<u>Funding:</u>	F-CMAQ/LOC		<u>Total</u>	1,800	0	1,800	3,600	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	W-R	R-112		Eng.	0	0	0	0	
		Route:	WOODLAWN		R/W	0	0	0	0	
		Loc:	LINCOLN TO KELLOGG		Const	0	0	1,410	1,410	
		Funding:	LOC		Total	0	0	1,410	1,410	
		Work:	RECONSTRUCTION & WIDEN							
		Phase:	CONSTRUCTION							
		Comments								
2010	SG	W-R	R-11		Eng.	0	0	0	0	
		Route:	135TH ST W		R/W	0	0	0	0	
		Loc:	MAPLE TO CENTRAL		Const	1,600	0	900	2,500	
		Funding:	F-STP/LOC		Total	1,600	0	900	2,500	
		Work:								
		Phase:	CONSTRUCTION							
		Comments								
2010	SG	W-R	R-102		Eng.	0	0	0	0	
		Route:	13TH ST N		R/W	0	0	0	0	
		Loc:	HILLSIDE TO OLIVER		Const	1,700	0	800	2,500	
		Funding:	F-CMAQ/LOC		Total	1,700	0	800	2,500	
		Work:								
		Phase:	CONSTRUCTION							
		Comments								
2010	SG	W-R	R-105-1		Eng.	0	0	0	0	
		Route:	13TH ST N		R/W	0	0	0	0	
		Loc:	OLIVER TO WOODLAWN		Const	2,439	0	1,000	3,439	
		Funding:	F-CMAQ/LOC		Total	2,439	0	1,000	3,439	
		Work:								
		Phase:	CONSTRUCTION							
		Comments								
2010	SG	W-R	R-49-2		Eng.	0	0	0	0	
		Route:	GREENWICH		R/W	0	0	0	0	
		Loc:	HARRY TO KELLOGG		Const	407	0	400	807	
		Funding:	F-CMAQ/LOC		Total	407	0	400	807	
		Work:	RECONSTRUCTION & WIDEN							
		Phase:	CONSTRUCTION							
		Comments								
2010	SG	W-R	R-81		Eng.	0	0	0	0	
		Route:	MERIDIAN		R/W	0	0	0	0	
		Loc:	ORIENT TO MC CORMICK		Const	0	0	4,350	4,350	
		Funding:	LOC		Total	0	0	4,350	4,350	
		Work:	RECONSTRUCTION & WIDEN							
		Phase:	CONSTRUCTION							
		Comments								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2009-2010

WICHITA ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2010	SG	W-R	R-82		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	MERIDIAN		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	PAWNEE TO ORIENT		<u>Const</u>	0	0	3,000	3,000	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	3,000	3,000	
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2010	SG	W-R	R-89		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	PAWNEE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	I-135 TO HILLSIDE		<u>Const</u>	1,100	0	555	1,655	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	1,100	0	555	1,655	
		<u>Work:</u>	WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA INTERSECTION

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	W-I	I-13	N-0308-01	0	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	INTERSECTION			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	MAIZE & WESTPORT			<u>Const</u>	400	0	45	445
		<u>Funding:</u>	F-STP(HES)/LOC			<u>Total</u>	400	0	45	445
		<u>Work:</u>	IMPROVEMENTS							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	STP (HES) Safety Program							
2006	SG	W-I	I-9	N-0307-01	0	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	INTERSECTION			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	MAPLE & RIDGE RD			<u>Const</u>	1,730	0	500	2,230
		<u>Funding:</u>	F-STP/HES/LOC			<u>Total</u>	1,730	0	500	2,230
		<u>Work:</u>	IMPROVEMENTS							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	F-[STP(HES) Safety=\$800,000; CMAQ=\$930,000]							
2006	SG	W-I	I-15		0	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	INTERSECTION			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	PAWNEE & MCLEAN			<u>Const</u>	900	0	810	1,710
		<u>Funding:</u>	F-CMAQ/LOC			<u>Total</u>	900	0	810	1,710
		<u>Work:</u>	IMPROVEMENTS							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	W-I	I-2	N-0245-01	0	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	INTERSECTION			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	13TH ST N & BROADWAY			<u>Const</u>	975	0	710	1,685
		<u>Funding:</u>	F-CMAQ/LOC			<u>Total</u>	975	0	710	1,685
		<u>Work:</u>	IMPROVEMENTS							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	W-I	I-1	N-0238-01	0	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	INTERSECTION			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	13TH ST N & MOSLEY			<u>Const</u>	900	0	600	1,500
		<u>Funding:</u>	F-CMAQ/LOC			<u>Total</u>	900	0	600	1,500
		<u>Work:</u>	IMPROVEMENTS							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	W-I	I-4	N-0378-01	0	<u>Eng.</u>	0	0	0	0 06-07
		<u>Route:</u>	INTERSECTION			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	CENTRAL & TYLER			<u>Const</u>	800	0	89	889
		<u>Funding:</u>	F-STP(HES)/LOC			<u>Total</u>	800	0	89	889
		<u>Work:</u>	UPGRADE SIGNAL & CONSTRUCT DUAL LEFT TURN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	Location is included in Bureau of Traffic Eng.'s list, eligible for Federal Aid STP Safety Funding							

AM FISCAL YEARS 2006-2008
WICHITA INTERSECTION

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	W-I	I-6	N-0241-01	0	Eng.	0	0	0	0
Route:		INTERSECTION				R/W	0	0	0	0
Loc:		DOUGLAS & OLIVER				Const	1,000	0	250	1,250
Funding:		F-CMAQ/LOC				Total	1,000	0	250	1,250
Work:		IMPROVEMENTS								
Phase:		CONSTRUCTION								
Comments										
2008	SG	W-I	I-3		0	Eng.	0	0	0	0
Route:		INTERSECTION				R/W	0	0	0	0
Loc:		17TH ST N & HILLSIDE				Const	1,800	0	400	2,200
Funding:		F-CMAQ/LOC				Total	1,800	0	400	2,200
Work:		IMPROVEMENTS								
Phase:		CONSTRUCTION								
Comments										

FISCAL YEARS 2006-2008
WICHITA BRIDGE

WAMPO 2006 TIP	WB-1	Adopted 11.17.05
		TAC RECOMMENDED 07.31.2006

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2008	SG	W-B	B-9		<u>Eng.</u>	0	0	0	0	
					<u>R/W</u>	0	0	0	0	
		<u>Route:</u>	25TH ST N		<u>Const</u>	575	0	175	750	
		<u>Loc:</u>	AT LITTLE ARKANSAS RIVER		<u>Total</u>	575	0	175	750	
		<u>Funding:</u>	F-BR/LOC							
		<u>Work:</u>	REHABILITATE							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	W-B	B-13		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	47TH ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	AT SANTA FE		<u>Const</u>	0	0	675	675	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	675	675	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	W-B	B-25		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	HILLSIDE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	AT RANGE RD		<u>Const</u>	1,000	0	385	1,385	
		<u>Funding:</u>	F-BR/LOC		<u>Total</u>	1,000	0	385	1,385	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCITON							
		<u>Comments</u>								
2008	SG	W-B	B-26		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	LINCOLN		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	ARKANSAS RIVER		<u>Const</u>	325	0	125	450	
		<u>Funding:</u>	F-BR/LOC		<u>Total</u>	325	0	125	450	
		<u>Work:</u>	REHABILITATE							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2009-2010
WICHITA BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	W-B	B-15		<u>Eng.</u>	40	0	10	50	
		<u>Route:</u>	BRIDGES		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	VARIOUS		<u>Const</u>	0	0	0	0	
		<u>Funding:</u>	F-BR		<u>Total</u>	40	0	10	50	
		<u>Work:</u>	INSPECTION							
		<u>Phase:</u>	INSPECTION							
		<u>Comments</u>								
2010	SG	W-B	B-19		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	CENTRAL AVE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	AT BIG SLOUGH/BIG DITCH		<u>Const</u>	0	0	3,300	3,300	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	3,300	3,300	
		<u>Work:</u>	REPAIR							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2010	SG	W-B	B-24		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	GROVE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	AT FRISCO DITCH (ORCHARD)		<u>Const</u>	525	0	305	830	
		<u>Funding:</u>	F-BR/LOC		<u>Total</u>	525	0	305	830	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

SEDGWICK COUNTY ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	SCO-R	R-253			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	13TH ST N			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	K-96 & 159TH ST E			<u>Const</u>	0	0	6,900	6,900
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	6,900	6,900
		<u>Work:</u>	WIDENING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	SCO-R	R-275	C-3999-01	5	<u>Eng.</u>	0	0	0	0 04-06
		<u>Route:</u>	63RD ST S			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	ROCK RD & BUTLER COUNTY LINE			<u>Const</u>	9,338	0	812	10,150
		<u>Funding:</u>	F-STP(C)/LOC			<u>Total</u>	9,338	0	812	10,150
		<u>Work:</u>	WIDENING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	SG. CO.=\$812,000; F-STP Rural=\$9,338,000							
2008	SG	SCO-R	R-256		2.5	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	21ST ST N			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	K-96 BYPASS TO 159TH ST E			<u>Const</u>	2,600	0	4,300	6,900
		<u>Funding:</u>	F/LOC			<u>Total</u>	2,600	0	4,300	6,900
		<u>Work:</u>	WIDENING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	\$2,600,000 SAFETEA-LU Transportation Improvement Projects (Earmark) 80/20 Federal/Local							
2008	SG	SCO-R	R-281		9	<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	MERIDIAN			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	47TH ST S TO 71ST S			<u>Const</u>	3,000	0	4,000	7,000
		<u>Funding:</u>	F/LOC			<u>Total</u>	3,000	0	4,000	7,000
		<u>Work:</u>	WIDENING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>	\$3,000,000 SAFETEA-LU Transportation Improvement Projects (Earmark) 80/20 Federal/Local							

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2009-2010

SEDGWICK COUNTY ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	SCO-R	R-254			Eng.	0	0	0	0
						R/W	0	0	0	0
						Const	0	0	2,000	2,000
						Total	0	0	2,000	2,000
						Route:	119TH ST W			
						Loc:	21ST ST N & 53RD ST N			
						Funding:	LOC			
						Work:	RECONDITION			
						Phase:	CONSTRUCTION			
						Comments				
2009	SG	SCO-R	R-259			Eng.	0	0	0	0
						R/W	0	0	0	0
						Const	0	0	2,000	2,000
						Total	0	0	2,000	2,000
						Route:	135TH ST W			
						Loc:	K-42 AND DIAGONAL			
						Funding:	LOC			
						Work:	RECONDITION			
						Phase:	CONSTRUCTION			
						Comments				
2009	SG	SCO-R	R-303	87C-429(501)	4.5	Eng.	0	0	0	0 Suspended
						R/W	0	0	0	0
						Const	500	0	2,950	3,450
						Total	500	0	2,950	3,450
						Route:	135TH ST W			
						Loc:	WICHITA CITY LIMITS TO K-42			
						Funding:	F-STP(C)/LOC			
						Work:	GRADING/SURFACING			
						Phase:	CONSTRUCTION			
						Comments	Project Suspended at request of County			
2009	SG	SCO-R	R-267	C-4178-01	4	Eng.	0	0	0	0 01-09
						R/W	0	0	0	0
						Const	1,840	0	160	2,000
						Total	1,840	0	160	2,000
						Route:	199TH ST W			
						Loc:	US-54 TO 21ST ST N			
						Funding:	F-STP(C)/LOC			
						Work:	GRADING/SURFACING			
						Phase:	CONSTRUCTION			
						Comments				
2009	SG	SCO-R	R-302	C-4179-01	1	Eng.	0	0	0	0 01-09
						R/W	0	0	0	0
						Const	2,760	0	650	3,410
						Total	2,760	0	650	3,410
						Route:	63RD ST S			
						Loc:	BROADWAY TO HYDRAULIC			
						Funding:	F-STP(C)/LOC			
						Work:	GRADING/SURFACING			
						Phase:	CONSTRUCTION			
						Comments				
2009	SG	SCO-R	R-282	87C-4294-01	1.5	Eng.	0	0	0	0 01-09
						R/W	0	0	0	0
						Const	5,612	0	1,220	6,832
						Total	5,612	0	1,220	6,832
						Route:	RIDGE RD			
						Loc:	K96 TO 53RD ST N			
						Funding:	F-STP(C)/LOC			
						Work:	GRADING/SURFACING			
						Phase:	CONSTRUCTION			
						Comments				

SEDGWICK COUNTY ROAD

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2010	SG	SCO-R	R-308		Eng.	0	0	700	700	
					R/W	0	0	1,388	1,388	
					Const	4,367	0	1,233	5,600	
					Total	4,367	0	3,321	7,688	
					Route:					
					Loc:					
					Funding:					
					Work:					
					Phase:					
					Comments					
					STP(C)=\$1,439,000 STP(M)=\$2,928,000 Andover(Eng.=\$500,000; R/W=\$388,000; Const.=\$733,000) SGCo=Bal.\$					
2010	SG	SCO-R	R-248		Eng.	0	0	0	0	
					R/W	0	0	0	0	
					Const	0	0	4,000	4,000	
					Total	0	0	4,000	4,000	
					Route:					
					Loc:					
					Funding:					
					Work:					
					Phase:					
					Comments					

SEDGWICK COUNTY BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	SCO-B	B-352		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	159TH ST E		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	101ST ST N TO 109TH ST N		<u>Const</u>	0	0	400	400	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	400	400	
		<u>Work:</u>								
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	SCO-B	B-394		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	15TH ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	263RD ST W & 279TH ST W		<u>Const</u>	0	0	175	175	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	175	175	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	SCO-B	B-396		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	375TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	103RD ST S & 111TH ST S		<u>Const</u>	0	0	1,000	1,000	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	1,000	1,000	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	SCO-B	B-433		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	45TH ST N		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	HYDRAULIC & HILLSIDE		<u>Const</u>	0	0	750	750	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	750	750	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	SCO-B	B-426		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	MACARTHUR		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	HOOVER TO RIDGE		<u>Const</u>	0	0	1,750	1,750	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	1,750	1,750	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-429		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	151ST ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	85TH ST N & 93RD ST N		<u>Const</u>	0	0	450	450	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	450	450	
		<u>Work:</u>	REHABILITATE							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

SEDGWICK COUNTY BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	SCO-B	B-406		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	15TH ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	295TH ST W & 311TH ST W		<u>Const</u>	0	0	175	175	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	175	175	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-397		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	375TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	55TH ST S & 63RD ST S		<u>Const</u>	0	0	150	150	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	150	150	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-402		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	375TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	79TH ST S & 87TH ST S		<u>Const</u>	0	0	65	65	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	65	65	
		<u>Work:</u>	WIDENING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-403		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	375TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	87TH ST S & 95TH ST S		<u>Const</u>	0	0	65	65	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	65	65	
		<u>Work:</u>	WIDENING							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-395		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	39TH ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	263RD ST W & 279TH ST W		<u>Const</u>	0	0	300	300	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	300	300	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-427		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	61ST ST N		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	BROADWAY & SENECA		<u>Const</u>	0	0	350	350	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	350	350	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

SEDGWICK COUNTY BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	SCO-B	B-384	C-4076-01	0.2	<u>Eng.</u>	0	0	0	0 11-07
		<u>Route:</u>	71ST ST S			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	OVER THE NINNESCAH RIVER			<u>Const</u>	2,300	0	200	2,500
		<u>Funding:</u>	F-BR(C)/LOC			<u>Total</u>	2,300	0	200	2,500
		<u>Work:</u>	GR,BR,SU							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	SCO-B	B-428			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	RIDGE RD			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	61ST N TO 69TH ST N			<u>Const</u>	0	0	450	450
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	450	450
		<u>Work:</u>	REHABILITATE							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-413			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	135TH ST W			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	23RD ST S & 31ST ST S			<u>Const</u>	0	0	175	175
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	175	175
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-407			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	143RD ST E			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	29TH ST N & 37TH ST N			<u>Const</u>	0	0	400	400
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	400	400
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-363			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	15TH ST S			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	327TH ST W & 341ST ST W			<u>Const</u>	0	0	250	250
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	250	250
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-416			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	199TH ST W			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	47TH ST S & 55TH ST S			<u>Const</u>	0	0	100	100
		<u>Funding:</u>	LOC			<u>Total</u>	0	0	100	100
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

SEDGWICK COUNTY BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2008	SG	SCO-B	B-415		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	23RD ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	151ST ST W & 167TH ST W		<u>Const</u>	0	0	100	100	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	100	100	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-414		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	23RD ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	151ST ST W & 167TH ST W		<u>Const</u>	0	0	100	100	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	100	100	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-434		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	343RD ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	63RD ST S & 71ST ST S		<u>Const</u>	0	0	150	150	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	150	150	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-368		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	77TH ST N		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	231ST W & 247TH W		<u>Const</u>	0	0	174	174	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	174	174	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2008	SG	SCO-B	B-431	C-4077-01	0.2	<u>Eng.</u>	0	0	0	0 11-07
		<u>Route:</u>	CENTRAL AVE		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	OVER THE NORTH FORK OF NINNESCAH RIVER		<u>Const</u>	1,270	0	110	1,380	
		<u>Funding:</u>	F-BR(C)/LOC		<u>Total</u>	1,270	0	110	1,380	
		<u>Work:</u>	GR,BR,SU							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

SEDGWICK COUNTY BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	SCO-B	B-444		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	143RD ST E		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	@ KTA		<u>Const</u>	2,480	0	1,500	3,980	
		<u>Funding:</u>	F-BR/S/LOC		<u>Total</u>	2,480	0	1,500	3,980	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	SCO-B	B-443		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	151ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	103RD ST S & 119TH ST S		<u>Const</u>	0	0	1,000	1,000	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	1,000	1,000	
		<u>Work:</u>	REPAIR							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	SCO-B	B-436		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	167TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	37TH ST N & 45TH ST N		<u>Const</u>	0	0	300	300	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	300	300	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	SCO-B	B-435		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	295TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	23RD ST S & 31ST S		<u>Const</u>	0	0	450	450	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	450	450	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2009	SG	SCO-B	B-442	87C-434(301) 0.2	<u>Eng.</u>	0	0	0	0	01-09
		<u>Route:</u>	HYDRAULIC		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	OVER THE Wichita Valley Center Floodway		<u>Const</u>	6,900	0	600	7,500	
		<u>Funding:</u>	F-BR(C)/LOC		<u>Total</u>	6,900	0	600	7,500	
		<u>Work:</u>	GR,BR,SU							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2010	SG	SCO-B	B-439		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	71ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	199TH ST W & 215TH ST W		<u>Const</u>	0	0	250	250	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	250	250	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

SEDGWICK COUNTY BRIDGE

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2010	SG	SCO-B	B-437		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	71ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	359TH ST W & 375TH ST W		<u>Const</u>	0	0	250	250	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	250	250	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2010	SG	SCO-B	B-441		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	71ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	39TH ST W & 55TH ST W		<u>Const</u>	0	0	250	250	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	250	250	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2010	SG	SCO-B	B-440		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	71ST S		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	71ST W & 87TH ST W		<u>Const</u>	0	0	250	250	
		<u>Funding:</u>	LOC		<u>Total</u>	0	0	250	250	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let	
						Federal	State	Local	Total		
2006	SG	KDOT	K-1	TE-0242-01	1	Eng.	0	0	1	1	07-17-06
Route:						R/W	0	0	0	0	
Loc:						Const	208	0	52	260	
Funding:						Total	208	0	53	261	
Work:						CONSTRUCT A PED/BICYCLE PATH					
Phase:						PE/CE/CONST					
<u>Comments</u>											
2006	SG	KDOT	K-31	TE-0284-01		Eng.	0	0	1	1	05-15-06
Route:						R/W	0	0	0	0	
Loc:						Const	1,000	0	800	1,800	
Funding:						Total	1,000	0	801	1,801	
Work:						HISTORIC PRESERVATION/REHABILITATE					
Phase:						PE/CE/CONST					
<u>Comments</u> Combined the 13th St Bridge at Little Arkansas River (Same Bridge had a Local and TE listed Separately)											
2006	SG	KDOT	K-45	TE-0290-01		Eng.	0	0	1	1	06-15-06
Route:						R/W	0	0	0	0	
Loc:						Const	600	0	149	749	
Funding:						Total	600	0	150	750	
Work:						STORMWATER MITIGATION					
Phase:						PE/CE/CONST					
<u>Comments</u>											
2006	SG	KDOT	K-5	TE-0158-01	1	Eng.	0	0	1	1	09-15-06
Route:						R/W	0	0	0	0	
Loc:						Const	444	0	112	556	
Funding:						Total	444	0	113	557	
Work:						LANDSCAPING ENHANCEMENTS					
Phase:						CONST					
<u>Comments</u>											
2006	SG	KDOT	K-36	K-9900-01		Eng.	0	50	0	50	02-15-07
Route:						R/W	0	0	0	0	
Loc:						Const	0	10,750	0	10,750	
Funding:						Total	0	10,800	0	10,800	
Work:						BRIDGE REPAIR					
Phase:						PE/CE/CONST					
<u>Comments</u>											
2006	SG	KDOT	K-59	KA-0464-01	3.77	Eng.	0	0	0	0	05-06
Route:						R/W	0	0	0	0	
Loc:						Const	216	0	0	216	
Funding:						Total	216	0	0	216	
Work:						REPLACEMENT OF PAVEMENT MARKINGS					
Phase:						CONSTRUCTION					
<u>Comments</u> 100 Percent Federal (HSIP)											

KDOT

							Cost in thousands				
FY	CO	Juris:	Proj#:	TIP#:	Length (mi):		Federal	State	Local	Total	Let
2006	SG	KDOT	K-13	TE-0231-01	2.88	Eng.	0	0	1	1	07-17-06
Route: I-135/GYPSUM CREEK						R/W	62	0	27	89	
Loc: I-135/GYPSUM CREEK CONNECTION						Const	649	0	276	925	
Funding: F-TE/LOC						Total	711	0	304	1,015	
Work: CONSTRUCT A PED/BICYCLE PATH											
Phase: PE/CE/CONST/ROW											
<u>Comments</u>											
2006	SG	KDOT	K-4	KA-0161-01		Eng.	2,000	0	0	2,000	01-06
Route: I-235 INTERCHANGES						R/W	14,000	0	0	14,000	
Loc: I-235/US-54 & I-235/CENTRAL AVE						Const	0	0	0	0	
Funding: K/F-NCPD & IMD						Total	16,000	0	0	16,000	
Work: STUDY											
Phase: PE											
<u>Comments</u> National Corridor Planning & Border Development Fund.Interstate Maintenance Discretionary Funds (90%). 2005 Federal Earmark											
2006	SG	KDOT	K-44	K-9740-01		Eng.	1,000	0	0	1,000	
Route: INTERNATIONAL TRADE PROCESSING CENTER						R/W	0	0	0	0	
Loc: WICHITA						Const	0	0	0	0	
Funding: F-HDP						Total	1,000	0	0	1,000	
Work: ECON FEASIBILITY STUDY & WORK PLAN											
Phase: PE											
<u>Comments</u> F- HDP (Highway Demonstration Project)											
2006	SG	KDOT/COW/S	K-14	K-9123-07		Eng.	0	480	320	800	
Route: ITS ATMS						R/W	0	0	0	0	
Loc: WAMPO REGION						Const	0	0	0	0	
Funding: K/SG/COW						Total	0	480	320	800	
Work: DESIGN											
Phase: PE											
<u>Comments</u> Local Match (50/50) Split											
2006	SG	KDOT/COW/S	K-16	K-9123-04		Eng.	994	929	620	2,543	
Route: ITS AVL						R/W	0	0	0	0	
Loc: WAMPO REGION						Const	0	0	0	0	
Funding: F-K/SG/COW						Total	994	929	620	2,543	
Work: STUDY, DESIGN, AND IMPLEMENTATION											
Phase: PE											
<u>Comments</u> SG Co & Wichita split \$500,000 911 funds, Federal Earmark=\$993,500											
2006	SG	COW/SG	K-8			Eng.	1,250	0	0	1,250	
Route: ITS PROGRAM						R/W	0	0	0	0	
Loc: WAMPO REGION						Const	0	0	0	0	
Funding: F-ITSDP						Total	1,250	0	0	1,250	
Work:											
Phase:											
<u>Comments</u> Intelligent Transportation System Deployment Funds. Local Match (50/50). 2005 Federal Earmark											

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	KDOT/COW/S	K-11	K-9123-08		Eng.	2,000	661	790	3,451
		Route:	ITS SIGNAL SYSTEM			R/W	0	0	0	0
		Loc:	WAMPO REGION			Const	0	0	0	0
		Funding:	F-STP/K/SG/COW			Total	2,000	661	790	3,451
		Work:	STUDY, DESIGN, AND IMPLEMENTATION							
		Phase:	PE							
<u>Comments</u> Local Match (50/50) Split, Federal Earmark=\$1,000,000, F-STP=\$1,000,000										
2006	SG	WICHITA/WT	K-30			Eng.	2,264	0	1,657	3,921
		Route:	ITS WICHITA TRANSIT PROJECT (WIRELESS)			R/W	0	0	0	0
		Loc:	WAMPO REGION			Const	0	0	0	0
		Funding:	F/LOC			Total	2,264	0	1,657	3,921
		Work:	DESIGN AND IMPLEMENTATION							
		Phase:	CE/CONST							
<u>Comments</u> [FHWA Fed.Earmarks:FY 03=\$993,500(100%Fed.),FY 04=\$646,186(80%Fed.)],[FTA AVL Grants:FY 99=\$296,640,FY 03=\$327,102]										
2006	SG	KDOT	K-18	TE-0254-01	0.18	Eng.	0	0	1	1 05-15-06
		Route:	K-96 BIKE PATH			R/W	0	0	0	0
		Loc:	@ HILLSIDE AVE. TRAILHEAD			Const	197	0	30	227
		Funding:	F-TE/LOC			Total	197	0	31	228
		Work:	BIKE PATH							
		Phase:	PE/CE/CONST							
<u>Comments</u>										
2006	SG	KDOT	K-27	K-8258-01		Eng.	0	0	2,117	2,117 12-15-05
		Route:	MISSION ROAD TO HEATHER ST			R/W	0	0	30,000	30,000
		Loc:	EAST SIDE			Const	0	32,200	0	32,200
		Funding:	K/LOC			Total	0	32,200	32,117	64,317
		Work:	UPGRADE INTERCHANGE							
		Phase:	PE/ROW/CE/CONST							
<u>Comments</u>										
2006	SG	KDOT	K-33	K-8258-08		Eng.	0	0	500	500
		Route:	MISSION ROAD TO HEATHER ST			R/W	0	0	0	0
		Loc:	EAST SIDE			Const	10,500	0	0	10,500
		Funding:	K/LOC			Total	10,500	0	500	11,000
		Work:	UPGRADE INTERCHANGE-CONSTRUCT MAIN LANE							
		Phase:	PE/CE/CONST							
<u>Comments</u>										
2006	SG	KDOT	K-24	TE-0230-01	1	Eng.	0	0	1	1 10-11-05
		Route:	NELSON (HAYSVILLE) BIKE PATH			R/W	5	0	1	6
		Loc:	NELSON & OLD ESTATES ON EAST SIDE			Const	536	0	134	670
		Funding:	F-TE/LOC			Total	541	0	136	677
		Work:	CONSTRUCT A PED/BICYCLE PATH							
		Phase:	PE/CE/CONST/UTIL							
<u>Comments</u>										

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	KDOT	K-25	K-8234-02		Eng.	0	2,800	0	2,800
						R/W	0	2,100	1,500	3,600
						Const	0	0	0	0
						Total	0	4,900	1,500	6,400
						Route:	NORTHWEST BYPASS			
						Loc:	NEAR US-54/151ST W, N & E TO K-96			
						Funding:	K/SC/COW			
						Work:	ROW ACQUISITION			
						Phase:	PE/ROW			
						Comments	Local Match is 50/50 Split			
2006	SG	KDOT	K-25	K-8234-01		Eng.	0	3,100	0	3,100
						R/W	4,100	2,066	1,934	8,100
						Const	215	0	0	215
						Total	4,315	5,166	1,934	11,415
						Route:	NORTHWEST BYPASS			
						Loc:	US-54 NEAR 167TH W TO K-96 NEAR 45TH N			
						Funding:	F-STP/K/SC/COW			
						Work:	ROW ACQUISITION			
						Phase:	PE/ROW			
						Comments	Local Match is 50/50 Split			
2006	SG	KDOT	K-26	TE-2040-01	1.2	Eng.	0	0	1	1 04-17-06
						R/W	0	0	0	0
						Const	275	0	118	393
						Total	275	0	119	394
						Route:	PAWNEE			
						Loc:	WOODLAWN TO ROCK ROAD			
						Funding:	F-TE/LOC			
						Work:	CONSTRUCT A PED/BICYCLE PATH			
						Phase:	PE/CE/CONST			
						Comments				
2006	SG	KDOT	K-21	TE-0286-01		Eng.	0	0	1	1 06-15-06
						R/W	0	0	0	0
						Const	359	0	90	449
						Total	359	0	91	450
						Route:	PRAIRIE TRAVELERS & PRAIRIE SUNSET TRAILS			
						Loc:	WALNUT ST TO GODDARD RD XING (GODDARD)			
						Funding:	F-TE/LOC			
						Work:	BIKE/PED PATH CONNECTION			
						Phase:	PE/CE/CONST			
						Comments				
2006	SG	KDOT	K-29	K-2654-01		Eng.	178	44	0	222 09-15-06
						R/W	13	34	0	47
						Const	1,094	273	0	1,367
						Total	1,285	351	0	1,636
						Route:	US- 81			
						Loc:	COWSKIN CR. BR. #157, 5 KM N SU-SG CO LINE			
						Funding:	F-BR/K			
						Work:	BRIDGE REPLACEMENT			
						Phase:	PE/UTIL/ROW/CE/CONST			
						Comments	ROW is 100% State funded (\$31,000) rest of project is 80/20			
2006	SG	KDOT	K-41	K-9052-01		Eng.	0	3	0	3 06-28-06
						R/W	0	88	44	132
						Const	0	251	124	375
						Total	0	342	168	510
						Route:	US-54 (ANDOVER)			
						Loc:	US-54 AND YORKTOWN			
						Funding:	K/LOC			
						Work:	INTERCHANGE CONFORMITY			
						Phase:	PE/ROW/CONST			
						Comments				

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	KDOT	K-22	K-8229-01	Eng.	0	0	0	0	06-28-06
					R/W	0	200	100	300	
					Const	0	200	381	581	
					Total	0	400	481	881	
					Route:	US-54 (ANDOVER)				
					Loc:	US-54/US-400 AND ONE WOOD DRIVE				
					Funding:	K/LOC				
					Work:	STREET EXTENSION				
					Phase:	ROW/CONST				
					Comments					
2006	SG	KDOT	K-3	K-9056-01	Eng.	0	5	0	5	03-06
					R/W	0	27	13	40	
					Const	0	279	138	417	
					Total	0	311	151	462	
					Route:	US-54 (GODDARD)				
					Loc:	199TH ST W TO 183RD ST W				
					Funding:	K/SC				
					Work:	CONSTRUCT FRONTAGE ROAD				
					Phase:	CONSTRUCTION				
					Comments					
2006	SG	KDOT	K-34	K-8235-01	Eng.	0	2,067	0	2,067	
					R/W	0	2,660	0	2,660	
					Const	0	0	0	0	
					Total	0	4,727	0	4,727	
					Route:	US-54 (GODDARD)				
					Loc:	EXISTING FREEWAY WEST OF GODDARD TO 167TH W				
					Funding:	K				
					Work:	ROW ACQUISITION				
					Phase:	PE/ROW				
					Comments					
2006	SG	KDOT	K-60	KA-0478-01	Eng.	0	0	0	0	05-06
					R/W	0	0	0	0	
					Const	215	0	0	215	
					Total	215	0	0	215	
					Route:	US-54 RAMPS AT MERIDIAN, SENECA, & CENTRAL				
					Loc:	EDWARDS TO WASHINGTON STREET BRIDGE				
					Funding:	F-HSIP				
					Work:	GOVE & PLACEMENT OF NEW PAVEMENT MARKING				
					Phase:	CONSTRUCTION				
					Comments					
2006	SG	KDOT	K-37	K-5645-06	Eng.	286	0	71	357	
					R/W	0	0	0	0	
					Const	0	0	0	0	
					Total	286	0	71	357	
					Route:	WICHITA METRO AREA				
					Loc:	VARIOUS				
					Funding:	F-CMAQ/OTHER				
					Work:	MOTORIST ASSISTANCE				
					Phase:					
					Comments	Local Match from Kansas Highway Patrol				
2006	SG	KDOT	K-10		Eng.	11	0	0	11	
					R/W	0	0	0	0	
					Const	0	0	0	0	
					Total	11	0	0	11	
					Route:	WICHITA METRO AREA				
					Loc:	VARIOUS				
					Funding:	F-SECTION 163				
					Work:	SOBRIETY CHECKPOINTS (OMV)				
					Phase:					
					Comments	Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons				

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	KDOT	K-17		Eng.	70	0	0	70	
					R/W	0	0	0	0	
					Const	0	0	0	0	
					Total	70	0	0	70	
<u>Route:</u>		WICHITA METRO AREA								
<u>Loc:</u>		VARIOUS								
<u>Funding:</u>		F-SECTION 157								
<u>Work:</u>		SPECIAL TRAFFIC ENFORCEMENT PROGRAM-STEP								
<u>Phase:</u>										
<u>Comments</u>		Overtime Pay for Various City Police and Sheriff Departments								
2006	SG	KDOT	K-40		Eng.	0	0	0	0	10-05
					R/W	0	0	0	0	
					Const	700	0	0	700	
					Total	700	0	0	700	
<u>Route:</u>		WICHITA METRO AREA								
<u>Loc:</u>		VARIOUS RR CROSSING								
<u>Funding:</u>		F-STP								
<u>Work:</u>		SIGNALS								
<u>Phase:</u>										
<u>Comments</u>		Federal Safety Fund Section 130 STP Hazard Safety Program								
2007	SG	KDOT	K-43	TE-0288-01	Eng.	0	0	1	1	01-15-07
					R/W	0	0	0	0	
					Const	416	0	104	520	
					Total	416	0	105	521	
<u>Route:</u>		ANDOVER ROAD								
<u>Loc:</u>		BETWEEN 13TH ST N & CENTRAL AVE (ANDOVER)								
<u>Funding:</u>		F-TE/LOC								
<u>Work:</u>		CONSTRUCT A BIKE/PED PATH								
<u>Phase:</u>		PE/CE/CONST								
<u>Comments</u>										
2007	SG	KDOT	K-48	TE-0282-01	Eng.	0	0	1	1	03-15-07
					R/W	0	0	0	0	
					Const	1,082	0	271	1,353	
					Total	1,082	0	272	1,354	
<u>Route:</u>		ARKANSAS RIVER/GYPSUM CREEK CONNECTION								
<u>Loc:</u>		WICHITA								
<u>Funding:</u>		F-TE/LOC								
<u>Work:</u>		CONSTRUCT A BIKE/PED PATH								
<u>Phase:</u>		PE/CE/CONST								
<u>Comments</u>										
2007	SG	KDOT	K-61	K-7332-02	Eng.	0	0	0	0	02-07
					R/W	0	0	0	0	
					Const	1,935	215	0	2,150	
					Total	1,935	215	0	2,150	
<u>Route:</u>		I-135								
<u>Loc:</u>		INTERCHANGE & SOUTHBOUND I-135 (LINCOLN TO HARR)								
<u>Funding:</u>		F-IM/K								
<u>Work:</u>		TOWER LIGHTING FOR INTERCHANGE								
<u>Phase:</u>		CE/CONST								
<u>Comments</u>										
2007	SG	KDOT/COW/S	K-49	K-9123-05	Eng.	0	0	0	0	04-16-07
					R/W	0	0	0	0	
					Const	0	252	168	420	
					Total	0	252	168	420	
<u>Route:</u>		ITS TOC								
<u>Loc:</u>		WAMPO REGION								
<u>Funding:</u>		K/SG/COW								
<u>Work:</u>		CONSTRUCTION								
<u>Phase:</u>		CONST								
<u>Comments</u>		Local Match (50/50) Split								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let	
						Federal	State	Local	Total		
2007	SG	KDOT	K-46	TE-0287-01		Eng.	0	0	1	1	03-15-07
Route:						R/W	0	0	0	0	
Loc:						Const	822	0	274	1,096	
Funding:						Total	822	0	275	1,097	
Work:						CONSTRUCT A BIKE PATH					
Phase:						PE/CE/CONST					
Comments											
2007	SG	KDOT	K-58	K-8311-01	0	Eng.	0	25	0	25	06-06
Route:						R/W	0	0	0	0	
Loc:						Const	548	0	0	548	
Funding:						Total	548	25	0	573	
Work:						INSTALL HIGHWAY LIGHTING					
Phase:						CONST					
Comments Project included due to receipt of Federal funds (Highway Safety Improvement Program-HSIP)											
2007	SG	KDOT	K-23	TE-0234-01	1.5	Eng.	0	0	1	1	05-15-07
Route:						R/W	0	0	0	0	
Loc:						Const	510	0	218	728	
Funding:						Total	510	0	219	729	
Work:						PED/BIKE PATH/LANDSCAPING ENH					
Phase:						PE/CE/CONST					
Comments											
2007	SG	KDOT	K-28	K-9879-01		Eng.	0	0	0	0	06-15-06
Route:						R/W	0	670	330	1,000	
Loc:						Const	0	1,340	660	2,000	
Funding:						Total	0	2,010	990	3,000	
Work:						CONSTRUCT 2-LN FRONTAGE ROAD-SOUTH SIDE					
Phase:						ROW/CONST					
Comments											
2007	SG	KDOT	K-47			Eng.	10	0	0	10	
Route:						R/W	0	0	0	0	
Loc:						Const	0	0	0	0	
Funding:						Total	10	0	0	10	
Work:						SOBRIETY CHECKPOINTS (OMV)					
Phase:											
Comments Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons											
2007	SG	KDOT	K-42			Eng.	70	0	0	70	
Route:						R/W	0	0	0	0	
Loc:						Const	0	0	0	0	
Funding:						Total	70	0	0	70	
Work:						SPECIAL TRAFFIC ENFORCEMENT PROGRAM-STEP					
Phase:											
Comments Overtime Pay for Various City Police and Sheriff Departments											

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	KDOT	K-40		Eng.	0	0	0	0	10-06
					R/W	0	0	0	0	
					Const	800	0	0	800	
					Total	800	0	0	800	
					Route:	WICHITA METRO AREA				
					Loc:	VARIOUS RR CROSSING				
					Funding:	F-STP				
					Work:	SIGNALS				
					Phase:					
					Comments	Federal Safety Fund Section 130 STP Hazard Safety Program				
2008	SG	KDOT/COW/S	K-15	K-9123-06	Eng.	0	0	0	0	06-16-08
					R/W	0	0	0	0	
					Const	2,000	1,428	952	4,380	
					Total	2,000	1,428	952	4,380	
					Route:	ITS ATMS				
					Loc:	WAMPO REGION				
					Funding:	F/K/SG/COW				
					Work:	IMPLEMENTATION				
					Phase:	CONST				
					Comments	Local Match (50/50) Split				
2008	SG	KDOT	K-32	K-8688-01	Eng.	33	4	0	37	10-15-07
					R/W	0	0	0	0	
					Const	204	23	0	227	
					Total	237	27	0	264	
					Route:	US-54 (KELLOGG)				
					Loc:	RAMP METERING (MERIDIAN, SENECA, WASHINGTON)				
					Funding:	F-STP/K				
					Work:	INSTALL RAMP METERING TRAFFIC SIGNALS				
					Phase:	PE/CE/CONST				
					Comments					
2008	SG	KDOT	K-52		Eng.	10	0	0	10	
					R/W	0	0	0	0	
					Const	0	0	0	0	
					Total	10	0	0	10	
					Route:	WICHITA METRO AREA				
					Loc:	VARIOUS				
					Funding:	F-SECTION 163				
					Work:	SOBRIETY CHECKPOINTS (OMV)				
					Phase:					
					Comments	Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons				
2008	SG	KDOT	K-51		Eng.	70	0	0	70	
					R/W	0	0	0	0	
					Const	0	0	0	0	
					Total	70	0	0	70	
					Route:	WICHITA METRO AREA				
					Loc:	VARIOUS				
					Funding:	F-SECTION 157				
					Work:	SPECIAL TRAFFIC ENFORCEMENT PROGRAM-STEP				
					Phase:					
					Comments	Overtime Pay for Various City Police and Sheriff Departments				
2008	SG	KDOT	K-50		Eng.	0	0	0	0	
					R/W	0	0	0	0	
					Const	800	0	0	800	
					Total	800	0	0	800	
					Route:	WICHITA METRO AREA				
					Loc:	VARIOUS RR CROSSING				
					Funding:	F-STP				
					Work:	SIGNALS				
					Phase:					
					Comments	Federal Safety Fund Section 130 STP Hazard Safety Program				

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2009-2010

KDOT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	KDOT	K-12	K-7332-01	3.7	<u>Eng.</u>	2,783	309	0	3,092
		<u>Route:</u>	I-135			<u>R/W</u>	151	17	0	168
		<u>Loc:</u>	N OF PAWNEE TO N OF US-54 (KELLOGG)			<u>Const</u>	19,299	2,144	0	21,443
		<u>Funding:</u>	F-IM/K			<u>Total</u>	22,233	2,470	0	24,703
		<u>Work:</u>	PAVEMENT, SH AND BR WORK							
		<u>Phase:</u>	PE/UTIL/ROW/CE/CONST							
		<u>Comments</u>								
2009	SG	KDOT	K-55			<u>Eng.</u>	70	0	0	70
		<u>Route:</u>	WICHITA METRO AREA			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	VARIOUS			<u>Const</u>	0	0	0	0
		<u>Funding:</u>	F-SECTION 157			<u>Total</u>	70	0	0	70
		<u>Work:</u>	SPECIAL TRAFFIC ENFORCEMENT PROGRAM-STEP							
		<u>Phase:</u>								
		<u>Comments</u>	Overtime Pay for Various City Police and Sheriff Departments							
2009	SG	KDOT	K-56			<u>Eng.</u>	10	0	0	10
		<u>Route:</u>	WICHITA METRO AREA			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	VARIOUS			<u>Const</u>	0	0	0	0
		<u>Funding:</u>	F-SECTION 163			<u>Total</u>	10	0	0	10
		<u>Work:</u>	SOBRIETY CHECKPOINTS (OMV)							
		<u>Phase:</u>								
		<u>Comments</u>	Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons							
2009	SG	KDOT	K-54			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	WICHITA METRO AREA			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	VARIOUS RR CROSSING			<u>Const</u>	800	0	0	800
		<u>Funding:</u>	F-STP			<u>Total</u>	800	0	0	800
		<u>Work:</u>	SIGNALS							
		<u>Phase:</u>								
		<u>Comments</u>	Federal Safety Fund Section 130 STP Hazard Safety Program							
2010	SG	KDOT	K-57			<u>Eng.</u>	0	0	0	0
		<u>Route:</u>	WICHITA METRO AREA			<u>R/W</u>	0	0	0	0
		<u>Loc:</u>	VARIOUS RR CROSSING			<u>Const</u>	800	0	0	800
		<u>Funding:</u>	F-STP			<u>Total</u>	800	0	0	800
		<u>Work:</u>	SIGNALS							
		<u>Phase:</u>								
		<u>Comments</u>	Federal Safety Fund Section 130 STP Hazard Safety Program							

METROPOLITAN COMMUNITY

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	BU	ANDOVER	MC-2		<u>Eng.</u>	0	0	140	140	
					<u>R/W</u>	0	0	0	0	
		<u>Route:</u>	13TH ST N		<u>Const</u>	1,089	0	272	1,361	
		<u>Loc:</u>	159TH ST E TO 1/2 MILE EAST		<u>Total</u>	1,089	0	412	1,501	
		<u>Funding:</u>	F-STP/LOC							
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	BU	ANDOVER	MC-3	8U-1936-01	<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	13TH ST N		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	ANDOVER RD. TO KTA BRIDGE		<u>Const</u>	319	0	236	555	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	319	0	236	555	
		<u>Work:</u>	RECONSTRUCTION & WIDEN							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	COLWICH	MC-5		<u>Eng.</u>	0	0	120	120	
		<u>Route:</u>	167TH ST W		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	WICHITA AVE TO 57TH ST N		<u>Const</u>	628	0	157	785	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	628	0	277	905	
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	HAYSVILLE	MC-7		<u>Eng.</u>	0	0	72	72	
		<u>Route:</u>	MAIN ST		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	GRAND AVE (71ST ST S) TO COWSKIN CREEK		<u>Const</u>	252	0	63	315	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	252	0	135	387	
		<u>Work:</u>	RECONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2006	SG	PARK CITY	MC-8		<u>Eng.</u>	0	0	0	0	
		<u>Route:</u>	53RD ST N		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	@ CHISHOLM CREEK		<u>Const</u>	1,765	0	441	2,206	
		<u>Funding:</u>	F-BR/LOC		<u>Total</u>	1,765	0	441	2,206	
		<u>Work:</u>	REPLACEMENT							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								
2007	SG	COLWICH	MC-14		<u>Eng.</u>	0	0	3	3	
		<u>Route:</u>	1ST ST		<u>R/W</u>	0	0	0	0	
		<u>Loc:</u>	PEDESTRIAN/BICYCLE PATHWAY		<u>Const</u>	94	0	23	117	
		<u>Funding:</u>	F-STP/LOC		<u>Total</u>	94	0	26	120	
		<u>Work:</u>	CONSTRUCTION							
		<u>Phase:</u>	CONSTRUCTION							
		<u>Comments</u>								

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

METROPOLITAN COMMUNITY

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	DERBY	MC-16	87U-2107-01	0	Eng.	0	0	0	0 02-07
						R/W	0	0	0	0
						Const	395	0	44	439
						Total	395	0	44	439
						Route:	INTERSECTION			
						Loc:	BUCKNER & 71ST/MEADOWLARK			
						Funding:	F-HES/LOC			
						Work:	UPGRADE SIGNAL/ALIGN LEFT TURN LANES			
						Phase:	CONSTRUCTION			
						Comments	Location is included in Bureau of Traffic Eng.'s list, eligible for Fed. Aid STP Safety Fund			
2007	SG	PARK CITY	MC-9			Eng.	0	0	0	0
						R/W	0	0	0	0
						Const	381	0	96	477
						Total	381	0	96	477
						Route:	HYDRAULIC			
						Loc:	@ CHISHOLM CREEK			
						Funding:	F-BR/LOC			
						Work:	REPLACEMENT			
						Phase:	CONSTRUCTION			
						Comments				
2008	BU	ANDOVER	MC-10			Eng.	0	0	310	310
						R/W	0	0	300	300
						Const	2,855	0	714	3,569
						Total	2,855	0	1,324	4,179
						Route:	ANDOVER RD			
						Loc:	CLOUD AVE TO HARRY ST			
						Funding:	F-STP/LOC			
						Work:	RECONSTRUCTION & IMPROVEMENT			
						Phase:				
						Comments				
2008	SG	HAYSVILLE	MC-6			Eng.	0	0	351	351
						R/W	0	0	25	25
						Const	765	0	191	956
						Total	765	0	567	1,332
						Route:	GRAND (71ST ST S)			
						Loc:	BETWEEN US-81 AND KTA			
						Funding:	F-STP/LOC			
						Work:	IMPROVEMENT			
						Phase:	CONSTRUCTION			
						Comments				

FISCAL YEARS 2009-2010

METROPOLITAN COMMUNITY

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2009	SG	BEL AIRE	MC-4	N-0217-01						
					<u>Eng.</u>	0	0	0	0	
					<u>R/W</u>	0	0	0	0	
					<u>Const</u>	3,500	0	875	4,375	
					<u>Total</u>	3,500	0	875	4,375	
					<u>Route:</u>	WOODLAWN				
					<u>Loc:</u>	37TH ST N TO 45TH ST N				
					<u>Funding:</u>	F-STP/LOC				
					<u>Work:</u>	RECONSTRUCTION & WIDEN				
					<u>Phase:</u>	CE/CONST				
					<u>Comments</u>					
2010	BU	ANDOVER	MC-13							
					<u>Eng.</u>	0	0	500	500	
					<u>R/W</u>	0	0	388	388	
					<u>Const</u>	2,928	0	733	3,661	
					<u>Total</u>	2,928	0	1,621	4,549	
					<u>Route:</u>	159TH ST E				
					<u>Loc:</u>	NORTH OF KTA BRIDGE TO 750' SOUTH OF 21ST ST N				
					<u>Funding:</u>	F-STP/LOC				
					<u>Work:</u>	WIDEN				
					<u>Phase:</u>	CONSTRUCTION				
					<u>Comments</u>	STP(M)=\$2,928,000 STP(R)=\$1,439,000				
2010	BU	ANDOVER	MC-12							
					<u>Eng.</u>	0	0	100	100	
					<u>R/W</u>	0	0	242	242	
					<u>Const</u>	398	0	99	497	
					<u>Total</u>	398	0	441	839	
					<u>Route:</u>	159TH ST E				
					<u>Loc:</u>	US-54 TO 1/2 MILE SOUTH				
					<u>Funding:</u>	F-STP/LOC				
					<u>Work:</u>	WIDEN				
					<u>Phase:</u>	CONSTRUCTION				
					<u>Comments</u>	SG Co (R/W & Eng.)=\$100,000; Includes SG Co Project R-307				

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA TRANSIT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	W-WT	WT-13		Eng.	0	0	0	0	
					Other	600	0	600	1,200	
					Const	0	0	0	0	
					Total	600	0	600	1,200	
<u>Description</u> ACCESS TO JOBS										
<u>Work:</u> OPERATING										
<u>Funding:</u> F-3037										
<u>Comments</u> FY 2005 & FY 2006 allocations										
2006	SG	W-WT	WT-9		Eng.	0	0	0	0	
					Other	640	0	160	800	
					Const	0	0	0	0	
					Total	640	0	160	800	
<u>Description</u> CAPITAL COST OF CONTRACTING										
<u>Work:</u> OPERATING										
<u>Funding:</u> F-5307										
<u>Comments</u>										
2006	SG	W-WT	WT-10		Eng.	0	0	0	0	
					Other	160	0	40	200	
					Const	0	0	0	0	
					Total	160	0	40	200	
<u>Description</u> FACILITIES REHAB										
<u>Work:</u> OTHER										
<u>Funding:</u> F-5307										
<u>Comments</u>										
2006	SG	W-WT	WT-1		Eng.	0	0	0	0	
					Other	13	0	4	17	
					Const	0	0	0	0	
					Total	13	0	4	17	
<u>Description</u> FTA TRAINING/ TRAVEL										
<u>Work:</u> OTHER										
<u>Funding:</u> F-5307										
<u>Comments</u>										
2006	SG	W-WT	WT-14		Eng.	0	0	0	0	
					Other	420	0	105	525	
					Const	0	0	0	0	
					Total	420	0	105	525	
<u>Description</u> MAINTAIN EXISTING ADA SERVICE LEVELS										
<u>Work:</u> OPERATING										
<u>Funding:</u> F-5307										
<u>Comments</u>										
2006	SG	W-WT	WT-15		Eng.	0	0	0	0	
					Other	646	40	121	807	
					Const	0	0	0	0	
					Total	646	40	121	807	
<u>Description</u> MAINTAIN EXISTING SERVICE LEVELS										
<u>Work:</u> PLANNING										
<u>Funding:</u> F-5307										
<u>Comments</u> Include \$10,000 NTDB										
2006	SG	W-WT	WT-12		Eng.	0	0	0	0	
					Other	1,452	0	363	1,815	
					Const	0	0	0	0	
					Total	1,452	0	363	1,815	
<u>Description</u> MAINTAIN PREVENTIVE MAINTENANCE LEVELS										
<u>Work:</u> EQUIPMENT										
<u>Funding:</u> F-5307										
<u>Comments</u> Wages, Bus parts, and Tires										
2006	SG	W-WT	WT-4		Eng.	0	0	0	0	
					Other	80	20	0	100	
					Const	0	0	0	0	
					Total	80	20	0	100	
<u>Description</u> Q-LINE SHUTTLE										
<u>Work:</u> NEW SERVICE										
<u>Funding:</u> F-CMAQ										
<u>Comments</u>										

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA TRANSIT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2006	SG	W-WT	WT-3		Eng.	0	0	0	0	
					Other	12	3	0	15	
					Const	0	0	0	0	
					Total	12	3	0	15	
<u>Description</u> RIDESHARE PROGRAM										
<u>Work:</u> RIDESHARE PROGRAM										
<u>Funding:</u> F-CMAQ										
<u>Comments</u>										
2006	SG	W-WT	WT-11		Eng.	0	0	0	0	
					Other	24	0	6	30	
					Const	0	0	0	0	
					Total	24	0	6	30	
<u>Description</u> SAFETY/TRAINING										
<u>Work:</u> OPERATING										
<u>Funding:</u> F-5307										
<u>Comments</u>										
2006	SG	W-WT	WT-2		Eng.	0	0	0	0	
					Other	32	8	0	40	
					Const	0	0	0	0	
					Total	32	8	0	40	
<u>Description</u> SHUTTLE SERVICES AIR SHOW, WSU BASKETBALL										
<u>Work:</u> NEW SERVICE										
<u>Funding:</u> F-CMAQ										
<u>Comments</u>										
2006	SG	W-WT	WT-48		Eng.	0	0	0	0	
					Other	0	0	0	0	
					Const	243	0	61	304	
					Total	243	0	61	304	
<u>Description</u> SYSTEMS UPGRADE										
<u>Work:</u> SHELTERS/BENCHES/RENOVATION										
<u>Funding:</u> F-5309										
<u>Comments</u> FY 04 Federal funds to be used in FY 06										
2006	SG	W-WT	WT-49		Eng.	0	0	0	0	
					Other	0	0	0	0	
					Const	30	0	7	37	
					Total	30	0	7	37	
<u>Description</u> TRANSIT ENHANCEMENTS										
<u>Work:</u> SHELTERS/BENCHES										
<u>Funding:</u> F-5307										
<u>Comments</u> FY 03 Federal funds to be used in FY 06										
2006	SG	W-WT	WT-6		Eng.	0	0	0	0	
					Other	220	0	55	275	
					Const	0	0	0	0	
					Total	220	0	55	275	
<u>Description</u> UZA FUNDING:DERBY/HAYSVILLE,SG CO, BU CO,PARK C										
<u>Work:</u> PLANNING										
<u>Funding:</u> F-5307										
<u>Comments</u>										
2006	SG	W-WT	WT-47		Eng.	0	0	0	0	
					Other	0	0	0	0	
					Const	1,680	420	0	2,100	
					Total	1,680	420	0	2,100	
<u>Description</u> VAN MAINTENANCE FACILITY										
<u>Work:</u> CAPITAL										
<u>Funding:</u> F-5309										
<u>Comments</u> FY 04 Federal funds to be used in FY 06										
2007	SG	W-WT	WT-20		Eng.	0	0	0	0	
					Other	200	0	200	400	
					Const	0	0	0	0	
					Total	200	0	200	400	
<u>Description</u> ACCESS TO JOBS										
<u>Work:</u> OPERATING										
<u>Funding:</u> F-3037										
<u>Comments</u> FY 2005 & FY 2006 allocations										

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA TRANSIT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	W-WT	WT-52			Eng.	0	0	0	0
						Other	1,280	0	320	1,600
						Const	0	0	0	0
						Total	1,280	0	320	1,600
<u>Comments</u>										
2007	SG	W-WT	WT-18			Eng.	0	0	0	0
						Other	640	0	160	800
						Const	0	0	0	0
						Total	640	0	160	800
<u>Comments</u>										
2007	SG	W-WT	WT-21			Eng.	0	0	0	0
						Other	13	0	4	17
						Const	0	0	0	0
						Total	13	0	4	17
<u>Comments</u>										
2007	SG	W-WT	WT-22			Eng.	0	0	0	0
						Other	420	0	105	525
						Const	0	0	0	0
						Total	420	0	105	525
<u>Comments</u>										
2007	SG	W-WT	WT-16			Eng.	0	0	0	0
						Other	646	40	121	807
						Const	0	0	0	0
						Total	646	40	121	807
<u>Comments</u> Include \$10,000 NTDB										
2007	SG	W-WT	WT-17			Eng.	0	0	0	0
						Other	1,452	0	363	1,815
						Const	0	0	0	0
						Total	1,452	0	363	1,815
<u>Comments</u> Wages, Bus parts, and Tires										
2007	SG	W-WT	WT-54			Eng.	0	0	0	0
						Other	100	0	25	125
						Const	0	0	0	0
						Total	100	0	25	125
<u>Comments</u>										
2007	SG	W-WT	WT-8			Eng.	0	0	0	0
						Other	80	20	0	100
						Const	0	0	0	0
						Total	80	20	0	100
<u>Comments</u>										

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA TRANSIT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2007	SG	W-WT	WT-5			Eng.	0	0	0	0
						Other	12	3	0	15
						Const	0	0	0	0
						Total	12	3	0	15
<u>Comments</u>										
2007	SG	W-WT	WT-7			Eng.	0	0	0	0
						Other	32	8	0	40
						Const	0	0	0	0
						Total	32	8	0	40
<u>Comments</u>										
2007	SG	W-WT	WT-51			Eng.	0	0	0	0
						Other	0	0	0	0
						Const	800	0	200	1,000
						Total	800	0	200	1,000
<u>Comments</u>										
2007	SG	W-WT	WT-50			Eng.	0	0	0	0
						Other	1,200	0	300	1,500
						Const	0	0	0	0
						Total	1,200	0	300	1,500
<u>Comments</u>										
2007	SG	W-WT	WT-19			Eng.	0	0	0	0
						Other	220	0	55	275
						Const	0	0	0	0
						Total	220	0	55	275
<u>Comments</u>										
2007	SG	W-WT	WT-53			Eng.	0	0	0	0
						Other	400	0	100	500
						Const	0	0	0	0
						Total	400	0	100	500
<u>Comments</u>										
2008	SG	W-WT	WT-55			Eng.	0	0	0	0
						Other	200	0	200	400
						Const	0	0	0	0
						Total	200	0	200	400
<u>Comments</u>										
2008	SG	W-WT	WT-56			Eng.	0	0	0	0
						Other	672	0	168	840
						Const	0	0	0	0
						Total	672	0	168	840
<u>Comments</u>										

2006 TRANSPORTATION IMPROVEMENT PROGRAM

FISCAL YEARS 2006-2008

WICHITA TRANSIT

FY	CO	Juris:	Proj#:	TIP#:	Length (mi):	Cost in thousands				Let
						Federal	State	Local	Total	
2008	SG	W-WT	WT-57			Eng.	0	0	0	0
						Other	14	0	4	18
						Const	0	0	0	0
						Total	14	0	4	18
<u>Comments</u>										
2008	SG	W-WT	WT-58			Eng.	0	0	0	0
						Other	441	0	110	551
						Const	0	0	0	0
						Total	441	0	110	551
<u>Comments</u>										
2008	SG	W-WT	WT-59			Eng.	0	0	0	0
						Other	1,524	0	382	1,906
						Const	0	0	0	0
						Total	1,524	0	382	1,906
<u>Comments</u>										

Appendix A

Abbreviations

Headings

FY	Funding Year
CO	County
Juris	Jurisdiction
Proj#	Project Reference Number in 2006 TIP
TIP #	KDOT Project Number
Loc	Location

Jurisdictions

W-R	Wichita Road and Highway
W-I	Wichita Intersection
W-B	Wichita Bridge
SCO-R	Sedgwick County Roadway
SCO-B	Sedgwick County Bridge
KDOT	Kansas Department of Transportation
WT	Wichita Transit
CTD	Coordinating Transit District
MC	Metropolitan Community

Work Type

Eng.	Design / Engineering
R/W	Right-of-way / Utility
Const.	Construction
Other	Equipment, Operating, and Material or Land Purchase

Funding Type

F	Federal Participation
FTA	Federal Transit Administration
BR	Bridge Funds
CMAQ	Congestion Mitigation and Air Quality
DE	Demonstration Funding
HES	Hazard Elimination Funds - STP Safety
IM	Interstate Maintenance
IM	Interstate Rehabilitation
ITS	Intelligent Transportation System
NHS	National Highway System
STP	Surface Transportation Program
TE	Transportation Enhancement
K	Kansas State Fund
GEO	KDOT Geometric Improvement
KLINK	KDOT City Connecting Links Resurfacing
CORRIDOR MANGT	KDOT Corridor Management
LOC	Local Funds
S	Sedgwick County
W	City of Wichita
MC	Metropolitan Community
PFC	Passenger Facility Charges
O	Other
5307	Urbanized Area Formula Grant Program
5309	Transit Capital Grant Program
5310	Elderly and Persons with Disabilities Program
5311	Non-urbanized Area Formula Grant Program

Appendix B

Public Involvement 2006 TIP

WAMPO conducted and participated in public workshops, forums, advisory committees, and other events to provide the public the opportunities for comments, suggestions, and concerns. A variety of public information and participation procedures were used to encourage public involvement of citizens, jurisdictions, and communities in the development of the TIP. The TIP document was also made available on the WAMPO web page hosted by the City of Wichita at:

http://www.wichita.gov/CityOffices/Planning/Transportation/Documents/2006-2010_TIP.htm

The following schedule was used in accordance with the WAMPO Public Involvement Policy (PIP) to ensure that all requirements were met in developing the TIP document.

July 25, 2005: Call for Projects

Letters were mailed out to all jurisdictions within the metropolitan planning boundary inviting project applications for federal funding, status of projects listed under 2004 and 2005 in the 2004 TIP, and requesting information on regionally significant projects between 2006 and 2010.

Media

Newspaper advertisements were published providing information on the Public Meeting to be held at 6:00 p.m. on August 01, 2005. The publication included brief description of the TIP, and the location where the meeting was to be held. The advertisements were published in *The Wichita Eagle*, *The Derby Reporter*, and *The Big Voice*.

August 01, 2005: Public Meeting

A Public Meeting was held in the Board Room on the 1st Floor of the City Hall in Wichita at 6:00 p.m. The meeting had representation from the jurisdictions, Kansas Department of Transportation, consultants, school district, citizens, and media. A brief presentation was made on the TIP, and information on the Project Selection Criteria to be used was offered at the meeting. Information from the Public Meeting was aired on the KMUW radio station, the following day.

August 08, 2005: Technical Advisory Committee (TAC) meeting.

TAC members were informed of the public meeting held on August 1, 2005 and provided with the application material that could be used to request funds for projects. TAC was reminded that the deadline for the applications is 5:00 p.m. on August 12, 2005. TAC was also informed of the Project Selection Criteria (PSC) that would be used in ranking the projects.

August 12, 2005: Deadline

Deadline to turn in the project applications for funds was 5:00 p.m. on August 12, 2005. Missing facts in the applications were gathered from the applicants after a check was made. The project applications were then ranked using the information provided in the applications.

September 06, 2005: TAC meeting

TAC members were presented with a list of the applications received for funding in the 2006 TIP. Members were presented with an example on how the PSC works. Project rankings were also presented at this meeting. An initial draft of the WAMPO federal fund balance after the proposed 2006 TIP was presented.

October 03, 2005: TAC meeting

Draft 2006 TIP was presented to the TAC for recommendation to the WAMPO Policy Body for approval.

October 04 – October 19, 2005: Public comment and review period

The draft 2006 TIP was made available to public on the WAMPO web page hosted by the City of Wichita at:

http://www.wichita.gov/CityOffices/Planning/Transportation/Documents/2006-2010_TIP.htm

Newspaper advertisements were published in the local print media (Wichita Eagle, Derby Reporter, Big Voice, and Tiempos) providing a link to the proposed 2006 TIP web page. In addition the location and time of the Public Hearing to be held for the proposed adoption of the 2006 TIP were included. Any comments received along with the draft document shall be provided to the WAMPO Policy Body, additional comments shall be received at the October 20, 2005 Policy Body meeting.

October 20, 2005: WAMPO Policy Body meeting

The draft 2006 TIP was reviewed by the WAMPO Policy Body and was open for discussion during the meeting. Public Comment opportunity was provided at the meeting on the draft 2006 TIP.

October 24 - November 11, 2005: Public comment and review period

The Draft 2006 TIP document was made available for public comment and review during the comment period. The document was posted on the WAMPO web page hosted by the City of Wichita. This second comment and review period provided public with additional opportunity for comments.

November 17, 2005: WAMPO Policy Body meeting

WAMPO Policy Body held a Public Hearing as a part of the WAMPO Public Involvement Process. Public Comment opportunity was provided at the meeting during the Public Hearing on the draft 2006 TIP.

Public Participation Disclaimer

In accordance with the provisions of 23 CFR Part 450.212 (b), the Kansas Department of Transportation and the Wichita Area Metropolitan Planning Organization hereby agree that the public involvement activities carried out in response to the metropolitan planning requirements in 23 CFR 450.322 (c) or 23 CFR 450.324 (c) satisfy the public involvement requirements to add this TIP or subsequent TIP amendments into the Statewide Transportation Improvement Program (STIP).

Appendix C

Project Selection Criteria - Sample

1. **PSC 1 - Existing Congestion (Current Conditions)** **Possible Points - 20**
 Existing Volume/Capacity Ratio
 - Existing Average Daily Traffic (ADT) = 8,416 Vehicles
 - Number of Existing Lanes = 2 No's
 - Existing Capacity = 14,000 Vehicles
 (Capacity of 2 Lanes Undivided Arterial under Medium Congestion condition is 12,000-14,000 Vehicles.)
 $\text{Existing V/C Ratio} = 8,416/14,000 = 0.601$
Points Scored = 0

 2. **PSC 2 - Future Congestion/Reduction (Future Conditions)** **Possible Points – 30**
 - i. **Future Volume/Capacity Ratio (Total Points – 10)**
 - Future Average Daily Traffic (ADT) = 22,000 Vehicles
 - Number of Existing Lanes = 5
 - Existing Capacity = 30,000 Vehicles
 (Capacity of 5 Lanes Undivided Arterial under Medium Congestion condition is 26,000-30,000 Vehicles.)
 $\text{Future V/C Ratio} = 22,000/30,000 = 0.733$
Points Scored = 0

 - ii. **Congestion Reduction (CR) (Total points – 20)**
 $\text{CR} = \text{Existing V/C Ratio} - \text{Future V/C Ratio}$
 $\text{CR} = 0.601 - 0.733 = -0.132$
Points Scored = 0

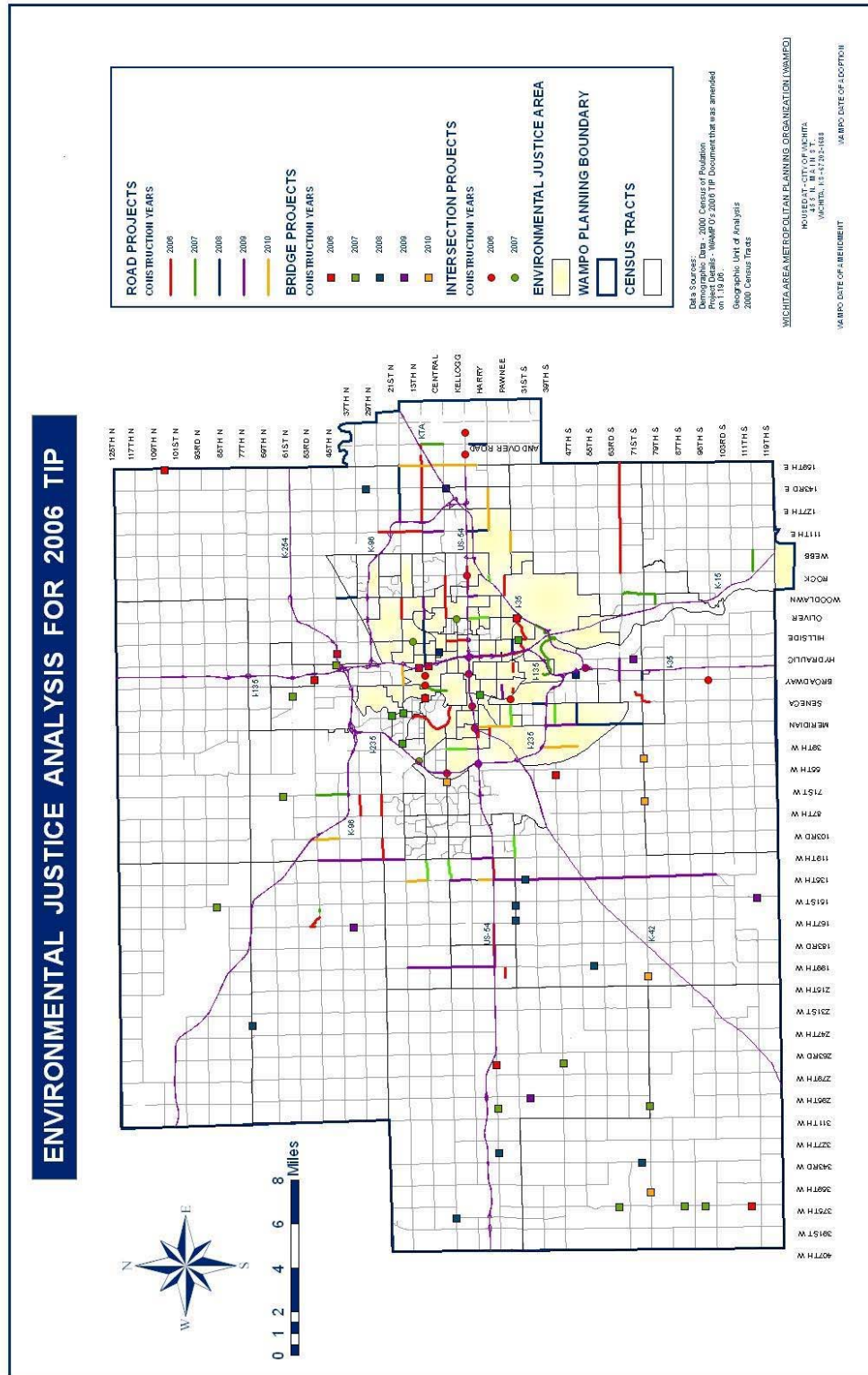
 3. **PSC 3 - Safety** **Possible Points – 30**
 - i. **Accident Rate (AR) (Total Points – 10)**
 - $A = \text{Weighted Average Number of last three years accidents on a particular road segment} = (8+2*2+0*8)/1.5 = 8$
 - $V = \text{Average Annual Daily Traffic (AADT) in both directions} = 365 * 8416$
 - $L = \text{Length of the Segment (Miles)} = 1.5$ $\text{AR} = (A * 1,000,000) / (365 * V * L)$
 $\text{AR} = (8 * 1,000,000) / (365 * 8416 * 1.5)$
 $\text{AR} = 1.74$
Points Scored = 1.74

 - ii. **Pavement Condition (Total Points – 20)**
 $\text{Pavement Quality Index (PQI)} = 100$
Points Scored = 0

 4. **PSC 4 = Cost Effectiveness (CE)** **Possible Points - 10**
 - Estimated Project Cost = 5,740,000
 - Future Volume = 22,000 Vehicles
 - Length of the Project (Mile) = 1.50
 - $\text{CE} = 5,740,000 / (22,000 * 1.50) = 173.94$ $\text{Cost Effectiveness} = 173.94$
Points Scored = 4

 5. **PSC 5 = Financial Matching** **Possible Points – 10**
 $\text{Local Match as \% of the Construction Cost} = 20\%$
Points Scored = 0
- $\text{TP} = 0 (\text{PSC1}) + 0 (\text{PSC 2 I}) + 0 (\text{PSC 2 II}) + 1.74 (\text{PSC 3 I}) + 0 (\text{PSC 3 II}) + 4 (\text{PSC 4}) + 0 (\text{PSC 5}) = 5.74$
Total Points for the Project = 5.74 out of 100 Possible Points

Appendix D **Environmental Justice Project Map**



Appendix E Environmental Justice Transit Project Map

